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# HOW TO SEE

# BOSTON



A Serviceable and Trustworthy Guide

SPECIALLY ISSUED FOR THE OCCASION  
OF THE

National Encampment

OF THE

GRAND ARMY OF THE REPUBLIC.

IN BOSTON.

1890.

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PREPARED AND PUBLISHED BY

MACULLAR, PARKER & COMPANY,

400 WASHINGTON STREET,

BOSTON, MASS.



# How to See Boston

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A TRUSTWORTHY GUIDE-BOOK.

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1890.

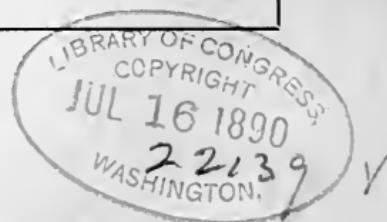
SPECIAL EDITION.

National Encampment of the Grand Army of the Republic

ISSUED ONLY BY

MACULLAR, PARKER & COMPANY,

BOSTON, MASS., U. S. A.



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for months by showers of iron from the environing hills, our British guests finally sailed away to Halifax; and a year or two later another of His Majesty's armies was quartered about Boston. This was the rueful host of Burgoyne, enveloped and crushed into captivity by the assembling volunteers of New York and New England, near Saratoga. These disarmed battalions included a large force of Hessian mercenaries, a new element in the military panorama of Massachusetts. Outside the harbor, Lord Nelson cruised up and down in the *Albemarle*, worrying the fishermen; and Sir John Moore looked over the blue sea upon the hostile Yankee coast.

In 1782 Boston received Rochambeau's friendly and picturesque French army, the Soissonais Grenadiers, in their white and pink uniforms; the Royal Deux-Ponts Regiment, in white, red and gold; the Saintonge Regiment, in white and blue; the Bourbonnais, in white and gold; and Lauzun's famous Legion. At their heads of columns marched Bernadotte, Berthier, Talleyrand-Perigord, Viomenil, the Prince de Broglie and many another gallant noble of France.

In 1812-'15 new armies of volunteers lay in camp along this imperilled coast; and a third of a century later the Massachusetts veterans of the Mexican War returned through Boston's streets, ragged and decimated, and unwelcomed.

Later came the rapid assembly of the State militia on Boston Common; the camps at Readville and Brook Farm and elsewhere; the city welcoming and cheering on their way the Northern New-England regiments; the

heroic volunteers from all Yankeeland, marching away to help restore the imperilled Republic. Of these scores of regiments only fragments returned, bearing their tattered battle-flags, and crowned with imperishable laurels. In like manner, the serried columns of blue and steel poured southward from New York and Philadelphia, from Cincinnati and Chicago, from St. Louis and St. Paul, and even from Leavenworth, and Santa Fé and San Francisco; and their gallant survivors returned long years afterward, to be welcomed everywhere as the saviors of the Union. They had been moved by the spirit of poor Philip Nolan, as he said to the young naval ensign; "*Remember, boy, that behind all these men you have to do with, behind officers and Government and people, even, there is the Country Herself, your Country, and that you belong to Her as you belong to your own mother.*"

And now Massachusetts welcomes to her heart of hearts the heroes who preserved the unity of the Great Republic, the happiest of nations, and prevented her becoming a fragment of a disintegrating Northern Confederacy. The ideas which rendered the Civil War inevitable came largely from her Puritan men, Sumner and Wilson, Phillips and Garrison, and others, but it was the bayonets of her sister States that made these ideas the law of the land. Yet Massachusetts did not flinch from bearing her part, and when the Government demanded of her quotas aggregating 139,095 soldiers, she sent into the field 146,730, being one of the very few States that did more than was required of them.

Many of the volunteers of 1861 cannot (so far as earthly vision goes) see the waving banners of the glad reunion of 1890. For over a quarter of a century they have been at rest, on Virginia's red hills, among the cane-brakes of Louisiana, or on the lonely Mississippi plains;

“On Fame’s eternal camping-ground  
Their silent tents are spread,  
And Glory guards, with solemn round,  
The bivouac of the dead.”

A quarter of a century ago this summer the battalions of the militant grand armies—of the Potomac, the Tennessee, the Cumberland—were for the last time hearing the always welcome commands: “Right face!” “Arms port!” “Break Ranks, March!” In all that flood of years, no cloud has dimmed the glory of the Republic, no foreign or domestic foe has menaced its prosperity. And, best of all, the hundred thousand veterans now quartered in Boston know that the American standard, with valor and purity symbolized by its red and white stripes, and the starry emblems of the States resting on its blue of Heaven, is now a dear and welcome presence on the plains of the Carolinas, and along the bayous of the Gulf States, and over the valleys of Tennessee and Arkansas and Virginia.

# BOSTON:

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## WHAT TO SEE, AND HOW TO SEE IT.

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THIS little book is an honestly and industriously compiled guide-book to Boston; and anyone who obtains a copy may depend upon all its statements, can safely adhere strictly to its suggestions, and confidently follow all its routes.

It is designed only for temporary use; and that, too, chiefly in conjunction with more elaborate and thorough works, such as *King's Handbook of Boston* (200 illustrations, 350 pages), and *King's Handbook of Boston Harbor* (200 illustrations, 300 pages).

A glance will make evident that the plan of the book has been to lay out routes for the visitor, each of which may be completed, in the usual way of sight-seers, in half a day. The book will serve as a guide for a week, keeping the visitor moving and seeing all the time.

At times sights are mentioned in two or more routes. In these cases reference should be made to the index for further information about the subject in question.

This guide is planned to serve the masses of the people; and consequently the routes are always laid for convenient walking, or cheap riding, such as in street-cars, railroads, or other conveyances that run regularly at low fares. Of course, persons employing more expensive modes of locomotion will find this book just as useful to them.

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# Macullar, Parker & Company

## Custom Department.

398 WASHINGTON STREET, . . . . . BOSTON.  
112 WESTMINSTER STREET, . . . . . PROVIDENCE.

## Retail Clothing Department.

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112 WESTMINSTER STREET, . . . . . PROVIDENCE.

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## London Office.

30 GOLDEN SQUARF . . . . . LONDON.

# BOSTON:

## WHAT TO SEE, AND HOW TO SEE IT.

IN the pages following, several routes are outlined by which the city can pleasantly and conveniently be seen, and all points of interest along the way are indicated, with information regarding them briefly given.

We take as a starting-point Scollay Square,—a central place in the business quarter of the city, now a general street-car centre, and a stand for the little two-wheeled cabs known as "Herdics," which abound in Boston, and are popular on account of their convenience and cheapness. The tariff for the use of these cabs is 25 cents a passenger for short trips; and they can be engaged by one person, or more, at this rate, or 75 cents an hour. The carriages of the Boston Cab Co. charge 50 cents each passenger, in the district between Cambridge, Court, and State Streets on the north, and Berkeley and Dover Streets on the south. Scollay Square is at the junction of Tremont and Court Streets and Cornhill. Court Street runs directly through it, one side (the west) being called Tremont Row. The bronze statue at the head of the square, near Tremont Street, and looking down Court Street, is of Gov. Winthrop (erected September, 1880). It is by Richard S. Greenough, and is a duplicate of that placed by the State in the Capitol at Washington.

Near this Scollay Square are centred many of the express offices,—the Adams on Court Street, and the hun-

dreds of local expresses on Court Square. At the corner of Court and Tremont Streets, close by the Winthrop statue, is the Hemenway Building, erected in 1884, and occupied chiefly by law and other offices. It is an attractive feature of commercial Boston, and stands on the site of the house in which Washington lodged when in Boston, in 1789. Its lower floors are occupied by the grocery-store of S. S. Pierce & Co., who have been occupants of this site for upwards of fifty years.

## ROUTE No. ONE.

### IN THE GENERAL BUSINESS QUARTER.

In what we term the "General Business Quarter" are included most of the banking and financial institutions, the business exchanges, and the great wholesale houses of the wool, boot, shoe, and leather, dry-goods, and kindred trades. The flour and grain, and other interests which are congregated about or in the neighborhood of the wharves, we take up in Route No. Two, "Along the Water-Front."

We approach the general business quarter from Scollay Square, through Court Street into State, the financial centre of the city. On Court Street we pass the County Court House (erected in 1836),—a sombre granite structure, with its Doric front and ponderous columns of granite,—standing on the right, between the short streets on either side, which, with the open space in the rear of the Court House, are known as Court Square. The new County Court House, now being built, looks

down into Scollay Square from Pemberton Square, on the West.

The fine highly ornamented stone building next beyond the Court House, occupying the easterly corner of Court Street and Square, is the addition of Young's Hotel (European plan), which includes the ladies' dining-room on the first or street floor,—one of the most sumptuous public dining-rooms in the city, decorated elaborately and most artistically, and elegantly furnished and adorned. Here, on Court Street, is the ladies' entrance to the hotel. The structure extends back through Court Square, and fronts on a court directly in the rear of Rogers Building on Washington Street (No. 209), to which there are entrances from Washington Street on either side of Rogers Building.

At the corner of Court and Washington Streets, are two lofty buildings for banks and offices. The one adjoining Young's Hotel belongs to J. Montgomery Sears, and replaces the famous Sears Building, which was burnt Feb. 2, 1890. The gray granite building across Court Street, was erected for Frederick L. Ames, after designs by H. H. Richardson.

Before beginning the walk down State Street, a quarter of an hour or more may be agreeably and profitably spent within the Old State House (built in 1748), the historic edifice standing at the head of the street, with a front on Washington Street. This building is now restored, in large part, above the first story, to the appearance it bore during the Provincial period, when it was the official head-quarters of the royal governors and the

Provincial Council. In the famous council-chamber and the other rooms on the second floor, which have been faithfully restored, is an historic museum of much interest and value, including many relics of the Colonial and Revolutionary eras. The exhibition is free to the public, and is open every day except holidays and Sundays. The gorgeous gilt eagle on the Washington-Street front was placed there after the restoration of the building, to appease those citizens who complained at the replacing of the emblems of royalty on the west front. The originals were torn down, and, with other "Tory signs," were burnt in a bonfire in the square in State Street, in front of the Old State House, after the Declaration of Independence.

In the basement of the Old State House are the headquarters of the Mutual District Messenger Company, from which uniformed messenger boys are sent out on call, day and night, for all kinds of errand service. They can be called from any part of the city by telephone, or by the special electric calls of the company, which are to be found in the leading hotels and many other public places of the city, and business houses. A fixed tariff is established for their services. Brazer's Building fronts on State Street, and occupies what is believed to be the site, or very near to it, of the first meeting-house in Boston, built in 1632; and next beyond, on State Street, at the corner of Congress Street, is the office of *The Evening Traveller*, a popular evening newspaper, of pronounced Republican proclivities.

In this part of State Street, then King Street, occurred

the "Boston Massacre," on March 5, 1770. Five persons out of a crowd of citizens who got into an altercation with the guard of British soldiers called to the relief of a sentinel, threatened by them (who stood on the steps of the Custom House, then occupying the corner of State and Exchange Streets), were killed in this affair. They were buried with great solemnity and parade in the Old Granary Burying-ground on Tremont Street (see Retail Quarter, Route No. Two). The town was thrown into deep excitement by this occurrence: and the next day, after large town-meetings, the immediate removal of the troops to the Castle (where Fort Independence now stands) was demanded, and the demand complied with.

Just off from State Street, in Adams Square, which is reached from the north side of State Street through Exchange Street, is the bronze statue of Samuel Adams (unveiled July 5, 1880), representing the patriot as he is supposed to have appeared just after he had made the demand upon Hutchinson and his council for the removal of the troops forthwith (referred to in the preceding paragraph), and while awaiting the answer. The statue is the work of Anne Whitney. The inscriptions upon it were written by Mr. Prince, mayor of the city when it was erected.

A few steps from Adams Square, and through the remnant of old Dock Square, bring us to Faneuil Hall, the "Cradle of Liberty" (built in 1762, succeeding the first Faneuil Hall, partly destroyed by fire in 1761, much enlarged in 1805.) We approach it at the rear, and, passing around through Faneuil-Hall Square to the front, we

enter the building, and reach the hall by a long flight of steps. The most interesting features of the hall are the generous platform from which so many famous orators have spoken, and the historic paintings and portraits on the walls. The largest canvas is by Healy, and represents the scene in the old United-States Senate chamber on the occasion of Webster's celebrated reply to Hayne. The larger number of the portraits hung in this hall are copies, the originals being deposited in the Art Museum for safe keeping. The floor of Faneuil Hall, it will be observed, is without seats ; though the broad galleries are well supplied with settees. By this arrangement large masses of people are accommodated at public meetings. Above the hall is the Ancient and Honorable Artillery Company's armory, which contains an interesting museum of Colonial and Revolutionary relics. The company is the oldest military organization in America, having been organized in 1638, when it became the school of war in the colony. Many of its members are officers or veterans of the militia or volunteers, and they march in the annual parade in the uniforms of their respective commands, making very odd, diversified and picturesque company-fronts.

The long granite market-house, whose main entrance is opposite the front of Faneuil Hall, and which occupies the space between South and North Market Streets, is officially called Faneuil-Hall Market, but is popularly known as Quincy Market (built 1825-26). It covers 27,000 feet of land, and is 535 feet long, and two stories high. The centre part rises to the height of 77 feet, and

is ornamented by a graceful dome. The height of the wings on either side of the central part is 30 feet. The stone columns on the porticos at either end of the building are each solid shafts of Quincy granite. The stalls are large, well arranged, and well kept, and the market house is well worth visiting.

On the floor above, occupying the hall directly under the dome, is the Boston Chamber of Commerce.

Merchants' Row leads through a part of the fruit and provision district, from Faneuil Hall to State Street, which it reaches opposite the immensely tall Fiske Building, whose black pyramidal roof covers scores of offices and corporation headquarters. A favorite route for foot-passers, between Faneuil Hall and State Street, is the narrow and busy little Change Avenue, one of the odd short cuts for which old Boston used to be famous. A little tunnel through the brick buildings on one side of Change Avenue leads into Corn Court, opposite the most ancient tavern in Boston, with its quaint brick front, and swinging sign embellished with John Hancock's portrait. It is now called the Hancock House, but in the far-gone days of 1795, when Talleyrand (afterwards prime-minister of France) boarded there, it was known as the Brasier Inn. On about the same site Samuel Cole opened the first hotel in Boston, in 1634, where the painted Narragansett warriors who came to Boston in the retinue of Miantonomoh were feasted by the order of Governor Sir Harry Vane.

Change Avenue enters State Street near the site of the old pillory and whipping-post, which were in use as late

as the early years of this century. The eastern corner of State Street and Change Avenue was the site of the old Custom House, where Gen. Lincoln and Gen. Dearborn ruled as collectors of the port.

Opposite the end of Change Avenue are the slowly rising walls of the new State-Street Exchange, now in process of construction, upon the site of the old Merchants Exchange, and the Washington, City, New-England and Columbian Banks. The immense structure covers an area of 33,250 square feet. It has a frontage on State Street of 170 feet, on Kilby Street of 160 feet, and on Exchange Place of 53 feet. It will be twelve stories high, the largest office building in America, excepting the Equitable Building in New York. The Stock Exchange will occupy quarters on the Exchange-Place front, arranged particularly for the purpose. The American Loan and Trust Company and other banking institutions will occupy the State-Street front; while in the basement will be provided the finest safe-deposit vaults in the country. The upper part of the building is for corporations, lawyers, brokers and merchants. There are about 400 offices. The total cost of the land and building will be \$4,000,000. The architects are Messrs. Peabody & Stearns. The contractors are Messrs. Norcross Bros. Work was begun May 1st, 1889, and the building will be ready for occupancy June 1st, 1891. The State-Street Exchange is a corporation, having obtained a charter in 1888. The directors are Samuel Wells (President), T. Jefferson Coolidge, Francis Hunnewell, James Jackson, and C. E. Cotting. The project was conceived and carried

out by Alexander S. Porter, who purchased the land, raised the entire capital, and arranged the syndicate. It was a cash transaction, there being no mortgage debt incurred, and stands as the largest operation in real estate ever recorded in Boston.

The Massachusetts Hospital Life-Insurance Company (chartered in 1818) occupies a great and lofty brick-and-brownstone edifice on State Street, designed for banks, insurance-offices, and other office uses.

The Clearing-House (established in 1856), where the messengers and "settling-clerks" of the several banks in the association (which includes all the national banks in the city), meet every forenoon at 10 o'clock on business-days, and settle the drafts and checks between the several banks, is at No. 66 State Street, nearly opposite Kilby Street.

At No. 109 is the main office of the Western Union Telegraph Company; and the rooms of the "Associated Press" are at No. 4 State Street.

Passing from State through Congress Street, by rows of splendid business-blocks on either side,—notably the Tremont-Bank Building on the corner of State Street,—we come into Post-Office Square, upon which fronts the great granite government building occupied by the United-States Post-Office, Sub-Treasury, Internal Revenue, United-States Courts, etc. The buildings on this square are fine specimens of the modern business structure, designed both for architectural effect and utility.

The block on the south side of the square has been called the handsomest in New England. The stately

# Special Summer Notice.

WE DEVOTE this page to Summer Travellers who are visiting Boston for the first time. Our assortment is exceptionally large at all seasons, and transient callers can be supplied with anything needed for immediate use without delay. We mention for the purposes of this special advertisement the following goods in our line of business as general clothiers :

## FINE SUMMER CLOTHING.

*Ready-Made Suits of*  
YACHT CLOTH, BLUE FLANNEL,  
ENGLISH SERGES,  
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UNDERWEAR, UMBRELLAS,  
ETC.

# MACULLAR, PARKER & COMPANY

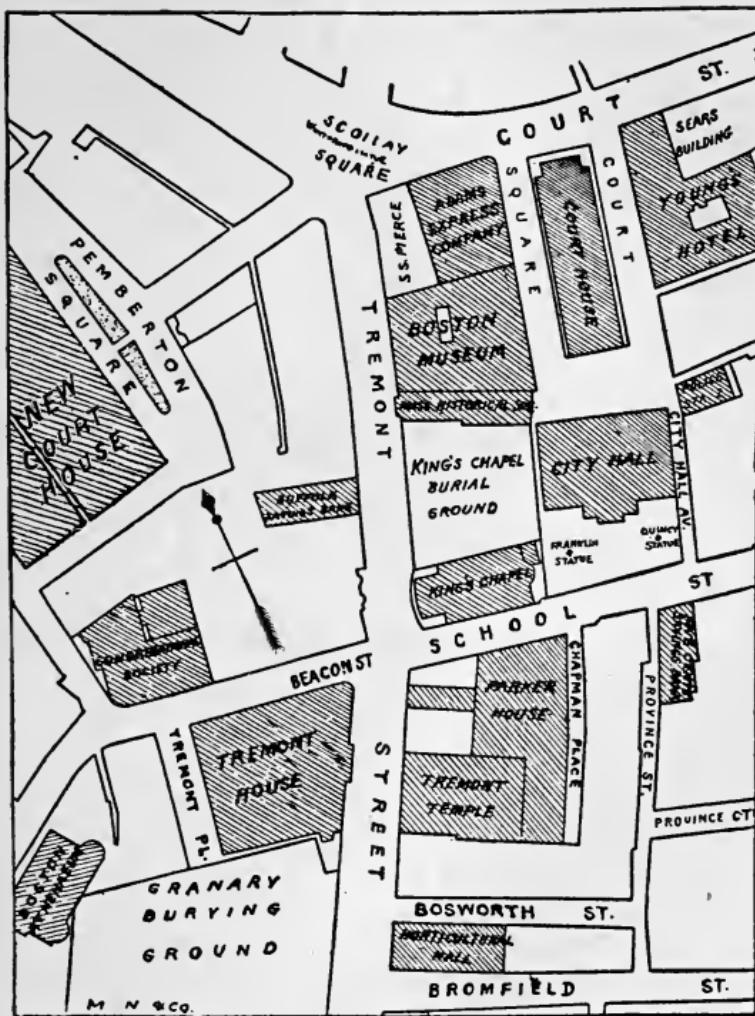
400 Washington Street.

white-marble building, with its majestic clock-tower, is the building of the Mutual Life Insurance Company of New York, the largest corporation in the world ; and the fine granite structure adjoining, occupying the corner of Congress Street, is the property of the New-England Mutual Life Company, the foremost life-insurance organization in this State. From the gilded balcony on the tower of the former a superb view of the city and harbor can be obtained. The balcony is 198 feet above the sidewalk ; and the total height of the tower, the gilded crests and the iron flagstaff, is 234 feet. In the New-England Mutual Life Building are the massive vaults of the Boston Safe-Deposit and Trust Company, which will prove interesting to every visitor. A few steps above, on Milk Street, corner of Devonshire, is the great insurance building (erected in 1873) of the Equitable Life Assurance Company of New York. It is a granite structure, and, like the others, fire-proof throughout. All of these three insurance offices are elegantly fitted up. In the basement of this building are the extensive fire and burglar-proof vaults, and the gorgeous reading-room, of the Security Safe-Deposit Company. From the roof, which can be reached in the three fine elevators, a grand view is to be had. The Mutual Life Building cost \$900,000 ; the New-England Building, \$1,000,000 ; and the Equitable Building (with its great extension, added in 1885-86) cost more than either of the others. On its site stood the home of Robert Treat Paine, one of the signers of the Declaration of Independence.

The portion of the Post-Office building fronting on Post-Office Square is the newest, and was finished in 1884. In this new part are the United-States Court rooms, and the Signal-service offices are overhead, with the great time-ball that drops at noon daily. The Post-Office opens also on Water, Devonshire and Milk Streets. The Sub-Treasury is on the second floor. The cost of the entire property has been over \$5,000,000. The corner-stone was laid October 16, 1871, when the first part of the structure was nearly finished to the top of the street story. There was a great street parade on the occasion of this ceremony. The building was damaged in the great fire of 1872 to the extent of about \$175,000. The marks of the fire can yet be seen on the Milk-Street side, opposite Federal Street. The material of which the building is constructed is Cape-Ann granite.

From the east side of Post-Office Square, down Milk Street, we soon come to Kilby Street, on our left, through which we can reach Liberty Square. Here, occupying the lot bounded by Milk and Kilby Streets and the square, presenting a rounding front on the latter, and with a peculiar dome-like roof, is the immense business structure, solid and substantial in build, known as the Mason Building, occupied by banks and offices. On the north side of Kilby Street, near Milk Street, is a general office for suburban expressmen.

Retracing our steps, and, perhaps, walking around the Mason Building, from Milk Street, nearly opposite the Milk-Street end of the great building, we enter Oliver Street, through which we may walk to Fort-Hill Square.



SOME STREETS IN ROUTE NO. TWO.

GENERAL RETAIL QUARTER.

Here used to stand Fort Hill, one of the three great hills of "Treamount," and fifty years and more ago the "court end" (or one of the court ends) of the town. The work of cutting down the hill was begun in 1869, and it was not entirely completed when the "Great Fire" occurred. A hundred feet or more above the present circular grass-plat of Fort-Hill Square was the park which used to crown the summit of the hill. In the early days the top of the hill was occupied by fortifications; and within the fort here, in 1689, Sir Edmund Andros sought shelter, and was subsequently forced to surrender to the incensed colonists, whose rights he had usurped. On the east side of the square one may take a look into one of Boston's model fire-engine houses.

From here High Street sweeps around to Summer; and in it and the cross-streets between it and Milk Street — Pearl, Congress and Federal — are mostly centered the great wool, boot, shoe, and leather, wholesale dry-goods, and paper trades. The wool district is largely in High, Pearl and Federal Streets. The boot, shoe and leather trade also occupies portions of High and Pearl Streets, and also Purchase Street, the lower portion of Summer, part of Lincoln, Bedford and Kingston Streets. The wholesale dry-goods houses are mostly to be found in Devonshire, from Milk Street to Winthrop Square, Franklin, Otis, Summer and the lateral streets; and the paper trade centers largely in Federal Street and its vicinity. In this neighborhood also, on Franklin Street, are some of the largest and most extensive wholesale crockery establishments of the city.

The building on the corner of Franklin and Devonshire Streets, at the entrance to Winthrop Square, known as the 'Cathedral Building, stands on the site of the first Cathedral of the Holy Cross, and the first Catholic Cathedral in Boston. It is the property of Boston University. In 1881 it was wholly destroyed by fire, during its occupancy by the firm of Houghton, Osgood & Co. A large part of the portion of the city we have been examining was included in the "Burnt District," and it has been rebuilt since the fire of 1872. That fire began on Summer Street, at the corner of Kingston; and it raged the hottest in Milk, Pearl, Congress, and Federal Streets, Winthrop Square, Devonshire and Franklin Streets, eating its way through towards State Street on one side, and Washington, between Milk and Summer, on the other. The loss of property amounted to \$75,000,000. The rebuilt "Burnt District," as the stranger will observe as he passes through it, now contains a great variety of imposing buildings, some of them fine specimens of our modern architecture. It is called one of the finest of the many fine business sections of American cities.

We can pass out of this "General Business Quarter" into the "Retail Quarter," from Bedford Street, which we enter from High, crossing Summer Street. This district was burned over in the Thanksgiving-Day fire, in 1889, involving a loss of nearly \$6,000,000, and sweeping off entire blocks of wholesale stores and warehouses, piled full of rich and costly goods. The gigantic task of replacing these buildings is progressing as rapidly as

possible, by the labor of busy throngs of masons and carpenters. The former building of the Charitable Mechanic Association, on the corner of Bedford and Chauncy Streets, is occupied by business concerns, and by the Boston Merchants' Association (organized 1876, incorporated 1880),—a social and business organization combined, maintaining commodious and inviting rooms in which visitors of distinction are occasionally entertained at banquets. The fine new buildings in this neighborhood are especially worth attention.

A short distance down Kingston Street brings us to the United-States Hotel, on Beach Street, occupying the block bounded by Lincoln and Kingston Streets. This is one of the oldest hotels in the city (established 1826). Street-cars pass the door, connecting with the several railway lines running to the various parts of the city and suburbs.

Instead of passing out into the "Retail Quarter," it might be worth while to retrace our steps somewhat, returning through Chauncy Street, crossing Summer, through Otis or Devonshire Street into Winthrop Square, thence through Devonshire to State Street and the Old State House, and then across Washington and through Court Street back again to Scollay Square.

On Devonshire Street, near the Post-Office, several financial institutions will be noticed, among them the attractive Rialto Building, on the corner of Devonshire and Water Streets, and the handsome private banking-house of Kidder, Peabody & Co.

The financial district of the city is now included

within the boundary-limits of Washington, State, Broad, and Milk Streets. Here are most of the leading banks and banking-houses, the brokers' quarter, and the insurance agencies.

## ROUTE No. TWO.

### IN THE RETAIL QUARTER.

Within the "Retail Quarter" are the great retail dry-goods houses, nearly all the theatres, the daily newspaper offices (with the single exception of that of the *Traveller*), the leading bookstores, the city buildings, several of the most prominent hotels, and some of the famous old landmarks. In general terms, it may be said to include the territory between the "General Business Quarter," which we have just visited, on the east, and the Common, Beacon Hill, and Bowdoin Square, on the west. In some parts it extends beyond these limits. It is expanding constantly, making its way up Beacon Hill, and into the residence quarters at the West End on one side of the town, and the South End on another.

The two chief thoroughfares are Washington and Tremont Streets, though no less important are several of the short streets between them, notably School Street, Winter Street, Temple Place, and West Street. Winter Street and Temple Place are especially known as "the ladies' streets," from the fact that they are daily crowded with shoppers, and the shops largely cater to women's trade.

This is one of the most attractive quarters on pleasant afternoons in the "shopping-seasons," when the walks are thronged.

Starting from Scollay Square, we pass up Tremont Street. First we notice on our left the Boston Museum, the oldest existing theatre in the city (established 1841 ; present building erected 1846), which has long been famous on account of the performances of its always excellent stock companies. Its interior is bright and inviting. Its exterior is rendered conspicuous at night by the long rows of brilliant gaslights.

The granite building next beyond, Nos. 30 and 32, is occupied by the Massachusetts Historical Society and the Suffolk-County Probate Office. The Massachusetts is the oldest historical society in the country (founded 1791 ; present site first occupied in 1833 ; structure rebuilt a few years ago). Its collection is rich and most interesting, comprising, besides its valuable library, a lot of rare relics, paintings, busts, and unique curiosities. The entrance to the Probate Office is at No. 32. The building extends through to Court Square, on which there is another entrance, leading directly to the office and rooms of the Registry of Deeds.

Now we come to one of the cherished old landmarks,—the King's-Chapel Burying-ground. This is the oldest of the several ancient burial-places of Boston. The exact date of its establishment is not known, but it is supposed that the first burial in it was in 1630. Here are the graves of Govs. Winthrop, Leverett, and Shirley ; John Cotton, John Davenport, and other early ministers of Boston ; Lady Andros, and others eminent among the earlier settlers.

King's Chapel, the picturesque stone structure on the corner of Tremont and School Streets, was the first Epis-

copal church in Boston, and afterwards became the first Unitarian. The first chapel was erected here in 1689. In 1710 this was enlarged. In 1749 the corner-stone of the present building was laid, and in 1753-54 it was completed. The interior of the church is quaint and striking.

A few steps down School Street is the main entrance to the Parker House,—the fine marble-front structure which stands at the corner of Tremont Street. This is one of the most popular Boston hotels (established in 1855; European plan). The corner was completed only in 1885. On its site stood the old home of Edward E. Hale, and later occupied by T. O. H. P. Burnham and his "antique bookstore," with perhaps half a million books. Nearly opposite, at the corner of Beacon and Tremont Streets, is the lofty new Albion Building.

The granite-front building, the conspicuous feature of which is the massive stone portico in the Grecian Doric style, on the west side of Tremont Street, corner of Beacon (apparently a continuation of School Street), is the Tremont House, another of the older and famous hotels (begun in 1828, completed and opened in 1829).

The second oldest burial-place, another cherished landmark, is the Granary Burying-ground, just beyond the Tremont House. This was established in 1660, when the Old North Burying-ground on Copp's Hill (to be referred to along the route in the North End) was also established, the Granary Burying-ground being called sometimes the South, as well as the Granary. The tablets on the gates give the names of some of the

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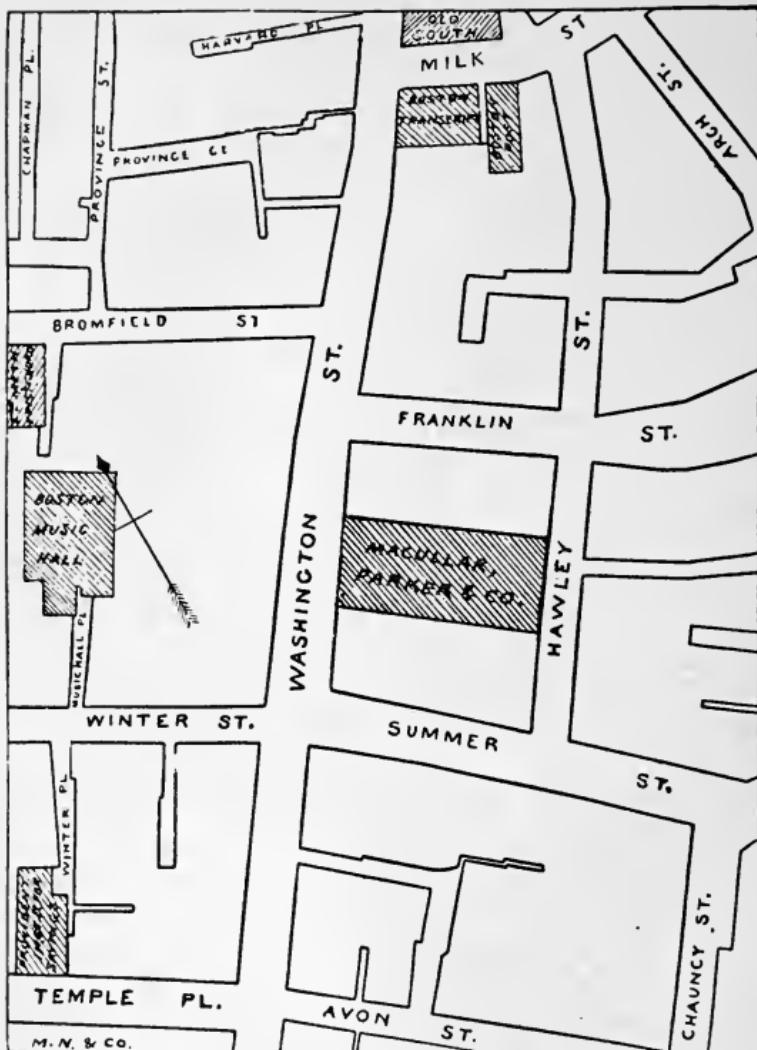
MACULLAR, PARKER & COMPANY,

400 WASHINGTON ST., BOSTON.

eminent persons buried here. The monument over the graves of the parents of Franklin can be seen from the sidewalk. Much interesting information about this and the other ancient burial-places in the city is given in *King's Handbook of Boston*.

The old-fashioned church-building next beyond the Granary Burying-ground, occupying the corner of Tremont and Park Streets, is the Park-Street Church (built 1809 ; Congregational Trinitarian). It stands where once stood the Granary, which gave the burying-ground its most popular name. One of the earlier pastors of this church was Rev. Dr. Edward Beecher. Later, for several years, Rev. W. H. H. Murray was the pastor. The present pastor is Rev. David M. Gregg.

The building opposite the Tremont House, on the east side of Tremont Street, is the Tremont Temple, in which are the head-quarters of the Baptists. Tremont Temple itself is one of the largest and finest halls in the city. Below it, in the same building, is a smaller hall, known as "The Meionaon." Tremont Temple stands on the site of the Tremont Theater, one of the earlier and best of the Boston playhouses, which flourished from 1827 to 1843. Here the late Charlotte Cushman made her *début*, April 8, 1835. The site was purchased by the Baptists, who built the first Tremont Temple for a place of worship. The present is the third Tremont-Temple building on this site. The previous buildings were both destroyed by fire. The Temple organ is of great power and exceeding beauty. The Baptist church worshipping here is known as "The Strangers' Sabbath Home," and



SOME STREETS IN ROUTE NO. TWO "A."

GENERAL RETAIL QUARTER.

has numbered Justin D. Fulton and George C. Lorimer among its pastors. The present incumbent is the Rev. Emory J. Haynes, an eloquent extempore orator. The chorus-singing in the Temple is famed for its excellence and effectiveness.

The granite building, extending from Bosworth Street to Bromfield Street, is that of the Massachusetts Horticultural Society. There are two fine halls within it. The figure surmounting the central division of the façade represents "Ceres," and those on the north and south buttresses of the second-story front, "Flora" and "Pomona." These are the work of Martin Milmore.

Frequently, during the year, there are wonderful displays here of roses, chrysanthemums, rhododendrons and other beautiful flowers, reared by the skill and patience of the gentry and gardeners of Massachusetts, in the face of manifold disadvantages of soil and climate. Across Bromfield Street stands the Studio Building, occupied by the rooms of several well-known New-England artists, many others of whom have their studios in the vicinity of the Common.

Park Street leads from Tremont Street up the slope of Beacon Hill to the State House, with the beautiful Park-Street Mall of Boston Common on the left. Here we find the art galleries of Doll & Richards, at No. 2, with the Hawthorne Rooms overhead ; the Boston book-rooms of Houghton, Mifflin & Co., at No. 4 ; the rooms of the New-England Woman's Club and of the *Woman's Journal*, at No. 3 ; and the interesting exhibits in art, science

and literature, made by the Prang Educational Company, at No. 7.

At No. 8 Park Street is the house (formerly the home of the Hon. Abbott Lawrence) of the Union Club, which was formed in 1863 in support of the cause of the Union. Everett, Sumner, Andrew, Hoar, Dana, Rice, Gray and other active Massachusetts patriots spent much of their time here, planning to keep the regiments at the front efficient and with full ranks. The great house at the corner of Park and Beacon Streets, was built in the last century, by Thomas Amory, and became the home of Gov. Christopher Gore, the artist Malbone, Secretary Samuel Dexter, and George Ticknor, the historian of Spanish literature. The Marquis de Lafayette dwelt here, while the guest of the city of Boston, in 1824. The building is now used for offices and shops; and contains the head-quarters of the Appalachian Mountain Club, whose 800 members explore and map and describe the highlands of America and Europe.

Boston Common, the most famous of American parks, is a noble expanse of 48 acres of green turf and tall forest-trees, in the very heart of the Puritan City, and accessible from all quarters. From the first settlement of the town it was preserved as a domain belonging to the people in common, and its chief use was for grazing cattle, except on the days when the colonial train-bands were mustered here. In the most ancient times there were but three trees on the Common, but in 1722 the apprentices of Colson, the Frog-Lane (Boylston-Street) leather-dresser, began the planting of the outer line

of trees along Tremont Street. The other two lines along this front were planted before the Revolution, and thus arose the famous Great Mall, most of whose trees were cut down by the British troops encamped on the Common in 1775, part of them for fuel, and many others, on the day of evacuation, out of malice.

The overarched path, paved with asphalt tiles, leading from the West-Street gate to Park Square, has for over a century borne the name of the Ridge Path, and overlooks part of the parade-ground, where the Massachusetts regiments were reviewed before their departure for the war, and where the State militia is exercised and reviewed every year. The narrower track running from Park Square to the State House is the Long Path, immortalized in Holmes's *Autocrat of the Breakfast Table*, and passing near the Frog Pond. On Flagstaff Hill, over the parade-ground, rises the magnificent Army and Navy Monument, built in 1871-77, at a cost of \$75,000. It is a lofty decorated Doric column of white Maine granite, crowned by a colossal bronze statue representing the Genius of America. Near the base are bronze statues of History, Peace, the Soldier and the Sailor (the latter is very good), and bronze bas-reliefs, showing the Departure of the Regiment, the Sanitary Commission, the Naval Battle, and the Return from the War. The first bas-relief contains portraits of Andrew, Longfellow, Wendell Phillips, Gen. Butler, Phillips Brooks and Archbishop Williams. The Sanitary-Commission relief shows Lowell, Ticknor, E. E. Hale, Gov. Rice, W. W. Clapp and others. The Return relief con-

tains Andrew, Sumner, Wilson, Shurtleff and Claflin, and Gens. Banks, Devens, Butler and Underwood, on horseback. The inscription was written by President Eliot, of Harvard University, and is as follows :

TO THE MEN OF BOSTON WHO DIED FOR THEIR COUNTRY  
ON LAND AND SEA, IN THE WAR WHICH KEPT THE UNION  
WHOLE, DESTROYED SLAVERY, AND MAINTAINED THE  
CONSTITUTION, THE GRATEFUL CITY HAS BUILT THIS  
MONUMENT, THAT THEIR EXAMPLE MAY SPEAK TO COM-  
ING GENERATIONS.

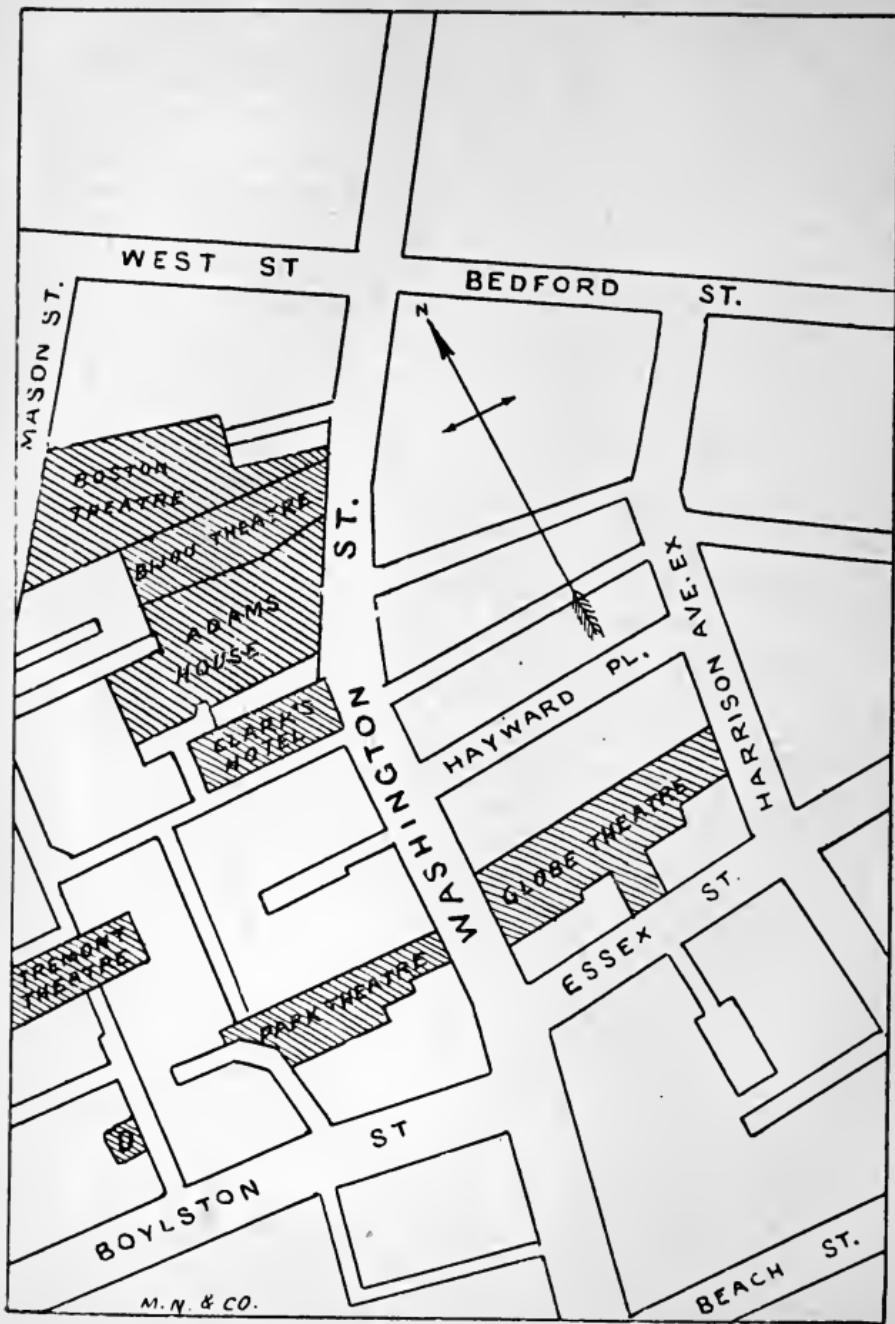
Returning to Tremont Street, the Mall of the Common makes an agreeable walk ; and we notice St. Paul's Church, an Ionic building, dating from 1820, and pertaining to the Episcopalians. The upper part of the next building was the United-States Court-house, and previously the Masonic Temple. In the row of buildings from West to Boylston Street, are the head-quarters of many famous piano companies, wherefore this line is commonly called "Piano Row." At Boylston Street is the Masonic Temple, seven stories high, with octagonal towers rising 120 feet, and interior halls—Egyptian, Corinthian, etc.—of great splendor. Note the handsome pillars, Jachin and Boaz, at the sides of the main entrance.

The large building on the south-east corner of Tremont and Boylston Streets is the Hotel Boylston; and that on the south-west corner the Hotel Pelham, both apartment houses. Adjoining the Pelham are the "Pelham Studios" and the Household Art Rooms, the latter being the

first to be established in the city. Just beyond rises the great brick building of the Boston Public Library, the largest public library in the world. It has 550,000 volumes, with numerous branches and deliveries in different parts of the city. All departments of the library are open every day, except Sundays and holidays; and the reading-room and the magnificent Bates Hall are also open evenings and Sundays. The rooms may be freely visited, and anyone may consult books in the halls. Here are fine portrait-busts of Motley, Ticknor, Appleton, Whittier, Theodore Parker, and other great men; Copley's most famous painting, "Charles I. Demanding the Surrender of the Five Members of Parliament" (over the delivery desk in Bates Hall); and large pictures of the outer fronts and interior of the new building now under construction on Copley Square, for the Public Library. This edifice will have cost above \$2,000,000.

A few doors beyond the Public Library is the house of the Central Club; and down in the quaint little Boylston Place is the attractive home of the Tavern Club, frequented by artists, musicians and authors.

Returning towards Tremont, along the Boylston-Street mall of the Common, observing on our left the Common or Central Burying-ground, an old and now abandoned burial-place (established in 1756), we may turn into Tremont Street, and take a look first at No. 211 Tremont Street, where, in a great white granite building, is the publishing house of Ticknor & Co., which was founded in 1832, and afterwards became famous under the title of Ticknor & Fields; and then back into Boylston Street,



PARK AND GLOBE THEATRES.

through which we pass to Washington Street. On Boylston Street, on the right, is the building of the Young Men's Christian Union, with its tower and clock on the outside, and its many pleasant rooms inside ; and, on the corner of Washington and Boylston Streets, the quaint Boylston Market, built in 1809, stood until the year 1887.

As we turn into Washington Street, a tablet with a representation of a spreading tree will be observed on the front of the building on the east side of Washington Street, at the corner of Essex Street. This marks the spot where the famous "Liberty Tree" stood, under the boughs of which the "Sons of Liberty" were organized in 1765, and many stirring gatherings were held in the days just preceding the Revolution. A block or so down Essex Street leads to the Chinese quarter, occupying Harrison Avenue from Essex to Kneeland Street. We turn into Washington Street towards the north at our left hand. A few doors from Boylston Street, on the west side of Washington, is the Park Theatre ; nearly opposite, on the east side, is the Globe Theatre. At No. 597, west side, is the office of the *Pilot*, a Catholic newspaper, edited by John Boyle O'Reilly, the Irish poet and literarian. Farther along, in the bend of the street, is the imposing new Adams House, and the Boston Theatre, the largest and most magnificent theatre in the country. This block along Washington Street is the theatre district of the city, and presents a very brilliant appearance at evening, or just after matinees.

Boston enjoys a good repute as one of the best show cities in America, and its playhouses are occupied by the

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398 WASHINGTON STREET, BOSTON.

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BRANCH:

112 WESTMINSTER STREET, PROVIDENCE, R. I.

foremost attractions in the way of tragedy, comedy and opera. Close to this district, but entered from Tremont Street, is the new and beautiful Tremont Theatre, the latest accession to the local play-houses, richly and artistically decorated, and practically fire-proof.

The retail stores occupy Washington Street for a long distance in each direction, and the sidewalks are thronged by busy and anxious crowds of shoppers. All of Eastern New England finds its way hither, at various times in the year, to replenish its outworn clothing and jewelry, books and music, and a thousand other needed articles.

Looking up West Street as we pass down Washington Street, we see rows of stores, in the midst of which, opposite the head of Mason Street (by which the rear or "carriage" entrance of the Boston Theatre is reached) is the house of the Temple Club, the oldest association of its class owning a house in Boston. The club dates from 1829, and has a complete equipment of reading and recreation rooms. In this vicinity is the Universalist Publishing House, the head-quarters of that denomination in New England. A few steps to the westward leads to the Common, close by the abominable Cogswell Fountain. To the left appears the monument to Crispus Attucks and other victims of the Boston Massacre, with its energetic bronze statue and elaborate historical bas-reliefs.

Temple Place, like West Street, is crowded with retail stores. Here, also, is the office of the *Youth's Companion*, one of the widest and best known of juvenile weeklies. On the opposite side of the street is the Provident

Institution for Savings, the first savings-bank established in the country, chartered in 1816, and containing deposits amounting to over \$30,000,000.

Winter Street, next beyond Temple Place, is especially noted for its dry-goods and other establishments for women's trade. In this little thoroughfare, any pleasant afternoon, may be seen hundreds of pretty women, the flower of New England, engaged in the supererogatory task of heightening their attractiveness by selecting and planning charming apparel.

From Winter Street on the north side is also the entrance to the famous Music Hall, wherein are given some of the finest orchestral and other concerts, during the musical season, and in which the great oratorios are performed at intervals during the winter and spring seasons by the Handel and Haydn Society of the city. Below Music Hall is Bumstead Hall, arranged in amphitheatre fashion. Opposite this entrance is Winter Place; through this, and a narrow arched passageway at its end, access is had to Temple Place from Winter Street.

Opposite and continuous with Winter Street, Summer Street runs off through the district of wholesale trade, to the harbor and the New-York & New-England station. A few steps farther north on Washington Street the beautiful white-marble structure, at No. 400 Washington Street, and the adjoining building, No. 398, comprise the men's and boys' clothing and tailoring establishment of Macullar, Parker & Company. These buildings, extending through to Hawley Street, with their six hundred employees, should be visited. On the west side of

Washington, at No. 419, on an upper floor, are the rooms of the Paint and Clay Club, composed of artists and professional men. At No. 4 Bromfield Street, just off Washington Street, is the *Saturday Evening Gazette* (published Sunday morning), one of the oldest papers in the city. Farther along on Bromfield Street are the Methodist head-quarters, at No. 36, in Wesleyan Building, adjoining which is the Bromfield-Street Methodist Church. D. Lothrop's publishing house is at No. 364 Washington Street.

In this immediate neighborhood, on the east side of the street, is the office of the *Transcript*, the oldest daily evening paper in the city. The *Transcript* Building occupies the corner of Milk Street; and below it on Milk Street, standing on the site of the birthplace of Franklin, is the building of the *Boston Post*, a Democratic morning newspaper, under the editorial management of Edwin M. Bacon.

The historic Old South Church, one of the widest known of the famous old landmarks of Boston, standing on the north-east corner of Washington and Milk Streets, must not be slighted. It occupies the site of the garden of Gov. John Winthrop. Within it is now a most interesting historical museum. The history of this church, the third established in Boston, and that of this old meeting-house (dedicated April 26, 1730), has often been told, and can readily be learned by consulting the *Handbook of Boston*.

Back of the Old South, at No. 10 Milk Street, is the ancient and successful publishing house of Lee & Shep-

ard, well known throughout the Republic. A few steps beyond rises the great granite front of the Post Office.

Another old building, and a picturesque one, is the "Old Corner Bookstore," on the northwest corner of Washington and School Streets. It dates from 1712, and is the oldest brick building in the city. It has been occupied as a bookstore for a long series of years, and was a favorite haunt of Longfellow and Whittier, Emerson and Lowell, Holmes and Thoreau, and other illustrious authors, when Ticknor & Fields had their head-quarters here. Messrs. Damrell & Upham now occupy it, with a large retail trade.

On the same side of School Street we come to the City Hall, a striking building of granite, surmounted by a dome, in which is the head-quarters of the fire-alarm telegraph. In the City Hall are the executive and other city offices, the council chamber, the aldermen's hall, etc. The statue on the right of the entrance, in the yard in front of the building, is of Josiah Quincy, by Thomas Ball (erected in 1879), and that on the left is of Benjamin Franklin, by Richard S. Greenough (erected in 1856). The building beyond is King's Chapel; and immediately opposite the City Hall is the Parker House. The chapel and the hotel have already been noticed in our stroll down Tremont Street.

Returning to Washington Street, and continuing towards the Old State House, we pass the newspaper offices and buildings of the *Commercial Bulletin*, the *Sunday Budget*, the *Herald* (morning, evening, and Sunday; one of the most prominent of the daily newspapers of the

country), the *Journal* (the largest two-cent paper in New England ; morning and evening), the *Advertiser* (morning ; the oldest daily paper in the city), the *Globe* (morning, evening, and Sunday); and the *Record*, a bright and breezy one-cent evening paper. The bookselling and publishing house of Little, Brown & Co., one of the oldest in the city, and particularly rich in law and foreign books, is between the *Journal* and *Advertiser* buildings. And on our way back to Scollay Square, through Court Street (through which we entered the General Business Quarter), we pass again Young's Hotel and the County Court-House. Cornhill, which extends from Washington Street a block below Court, and swings around in a half circle to Scollay Square, used to be the book-trade centre of the city ; and there are still a few new and second-hand bookstores located here, particularly noticeable being those of G. E. Littlefield, full of Americana, and N. J. Bartlett & Co., full of theological works.

### ROUTE No. THREE.

#### ALONG THE WATER FRONT.

The great thoroughfares along the water front of the city proper are Commercial Street and Atlantic Avenue. The former swings around the north side of the city from the junction of Causeway and Charlestown Streets, near the Charles-River bridge (to the Charlestown District), continuing to State Street and the Custom House (erected 1837-'47), on the corner of State and Broad Streets. Commercial Street is the thoroughfare next to the water

front and the great wharves, from Charles-River bridge until Atlantic Avenue begins, which is near Fleet Street and Eastern Avenue ; then Atlantic Avenue (made entirely on new land) takes up the line, continuing around to Federal Street, which in turn marks the line for some distance. Farther on, on the margin of South Bay, Albany Street takes up the line to the South End.

In this section, convenient to the wharves, are centered the flour and grain, wholesale fish and grocery trades ; the produce, and jobbing fruit trade ; the tea, coffee and sugar brokers, and the agencies of the great sugar refineries.

To enter this quarter from our general starting-point, Scollay Square, we take a "depot" car past the passenger-stations known as the "Northern Depots." The first, largest and newest of these has two great square towers, a lofty marble-paved hall, and an immense 6-track train-house, with a clear span of 120 feet. This station contains the head-quarters of the Boston & Maine Railroad, whose Lowell System and Central Massachusetts Division trains run thence to the Merrimac Valley and Canada, and to the Connecticut Valley. The Eastern Division of the Boston & Maine runs from the smaller station alongside, its route following the coast to Salem, Newburyport, Portsmouth and Portland. The Western Division (the original Boston & Maine line) leaves the spacious station on Haymarket Square, and reaches Lawrence, Haverhill and Portland.

Leaving the car at the Fitchburg Station,—the massive rough granite structure, castle-like, with its heavy

stone towers,— we can walk through the remainder of Causeway Street to Commercial. Then we pass along by the great buildings of the Boston Gaslight Company, following the curve of the broad street to the beginning of Atlantic Avenue, noting the wharves along the way, and glancing up occasionally to the right, through squalid passageways, into the old North End, which we will "do" later on.

Most noteworthy of the wharves by the head of which we pass on Commercial Street are Constitution Wharf; Battery Wharf, from which the Provincetown steamers sail, and from which excursion steamers start almost every day during the summer on some trip into the bay; Lincoln Wharf, from which the Kennebec-River and Plymouth steamers sail; and Union Wharf, upon which is the sombre granite building used as a United-States bonded warehouse. The North Ferry to East Boston is between Battery and Lincoln Wharves; and further along, at the junction of Commercial Street and Atlantic Avenue, is the South Ferry to East Boston, at the foot of Eastern Avenue.

Continuing now along Atlantic Avenue, we pass Lewis Wharf, conspicuous by its granite warehouses, by which the Peabody line of Australian and South-African packets depart, and the Yarmouth, Halifax, Prince-Edward Island, and Savannah steamers; then Commercial Wharf, from which the St. John (N. B.) and Eastport, Digby and Annapolis steamers sail.

From Commercial to T Wharf are the great dealers in fish, oysters, etc., with scores of busy stores.

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## CHILDREN'S OUTFITTING.

We also carry a very large assortment of Furnishing Goods for Young People, such as SHIRTS, SHIRT-WAISTS, NECKWEAR, HOSE, CUFFS, ETC., in plain and fancy patterns for different tastes.

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**400 Washington Street.**

To the right, between Richmond and Clinton streets, we can pass to an inspection of the Mercantile-Wharf wholesale produce and vegetable market, popularly called the Farmers' Market, which is supplied by the vegetable or "truck" farmers of the suburban and more distant farming towns within easy "wagon-distance" of the city. This is an animated place during the early hours of the day. Back of it, towards Commercial Street, which, from the junction with Atlantic Avenue, becomes an "inside" street, running parallel with the avenue, is the immense granite block known as the Mercantile-Wharf Block.

Returning to Atlantic Avenue, with its line of fish-stores, and continuing our walk, or ride, towards the south, we pass T Wharf; Long Wharf, from which the Philadelphia steamers sail; Central Wharf, from which sail the Norfolk and Baltimore steamers, and also the daily boat to Gloucester; India Wharf, from which sail the steamers of the outside line to New York, the Portland steamers and the Nahant steamers; Rowe's Wharf, from which sail the harbor steamers for Pemberton and Nantasket, and Hull and Hingham; Lynn and Boston Narrow-gauge Railroad Wharf, where ferry is taken to East Boston, from which the railroad starts; Foster's Wharf, whence depart the steamers for Rockland, Bangor, etc. Across Fort-Point Channel are the extensive docks of the New-York & New-England Railroad, from which sail several lines of European freight-steamships. At the foot of Summer Street is the passenger-station of the New-York & New-England Railroad, an unpreten-

tious building, but conveniently arranged, and well furnished for the comfort of travelers.

Beyond there is nothing of special interest ; and we can take a look at the passenger-stations of the Old Colony and Boston & Albany Railroads, returning by street-cars, passing in front of these stations, to Scollay Square, our general starting-point. To reach these stations from the water-front, we pass along Federal Street from the New-York & New-England station to Kneeland Street. The Old Colony is at the corner of Kneeland and South Streets, and the Albany on Kneeland, between Lincoln and Utica Streets. These stations are among the most conveniently arranged in the city. The train-houses are especially convenient for the arrival and dispatch of trains without confusion.

## ROUTE No. FOUR.

### IN THE WEST-END OR BACK-BAY DISTRICT.

The "New West-End," or the "Back-Bay district" as it is most commonly called, because the territory is land made almost wholly from filling in what was about twenty-five years ago the "Back Bay," is the most attractive portion of the city. Here is the finest residence district, and some of the most noteworthy buildings and handsomest churches are within its limits. It is the present "Court-End" of the city, and its fame is more than local.

We can best approach it from our general starting-point, Scollay Square, by a "Beacon-Street" car. These

cars pass down Tremont Street, past the Common, and down Boylston Street, by the Public Garden. As we ride along Boylston Street, past the head of Park Square on the left, we can see the station of the Providence Division of the Old Colony Railroad,—one of the handsomest and best-equipped railroad stations in the world. In front of it, in the center of the square, is the “Emancipation Group,” representing Lincoln, with the figure of a slave kneeling at his feet in gratitude for the Emancipation Proclamation, the broken fetters falling from his limbs. This group is of bronze, designed by Thomas Ball. It was presented to the city by Hon. Moses Kimball.

The part of Boylston Street fronting on the Public Garden was for a long time a favorite residence-quarter, but is now rapidly changing into a business street, with hundreds of offices and several fine and fashionable stores. In the great building at the corner of Park Square is the headquarters of the First Nationalist Club, founded to carry forward the ideas enunciated by Edward Bellamy in *Looking Backward*. The tall building on the opposite corner is not far from the site of the gun-house of the old Sea Fencibles and New-England Guards, and on the exact place of William M. Hunt's studio and Howells's Tavern Club. In ancient times the site of the Public Garden was occupied by marshes and salt water, flowing freely with the sea-tides, which extended up over the parade ground of the Common. From this beach the British infantry embarked on the night of April 18, 1775, for their mournful foray on Lexington.

Later, a sea-wall was built along the line of Charles Street. The magnificent displays of flowers on the reclaimed Public Garden are unrivalled elsewhere in America, and mark the seasons with a floral calendar of marvelous beauty.

In Boylston Street, beyond the handsome Hotel Thordike, we enter the quarter of the physicians, where it is said that a loud shout of "Doctor!" after dark will bring a score or more of heads out of the windows, with as many answers of "What?" It is an open and airy region, with handsome residences, and views of the distant hills; and electric cars are continually traversing its fine streets.

On Newbury Street, near the Public Garden, is the St. Botolph Club House. This is the leading literary and professional club in the city. It has a fine art-gallery and reading rooms.

At the corner of Boylston and Arlington Streets we come to the Arlington-Street Church, the first church built in the Back-Bay district. It is the successor of the historic church in Federal Street in which William Ellery Channing preached. Rev. Brooke Herford is now the pastor. It is Unitarian.

On the left, a short distance down, on the corner of Berkeley Street, is the Hotel Berkeley, the first apartment-house to be built in this district.

The strikingly fine structure on the opposite corner, also on the left or south side of Boylston Street, is the building of the Young Men's Christian Association. It is admirably arranged for the uses of the association. It contains several large public rooms and halls. The

gymnasium connected with it is one of the finest and best equipped in the city. The building on Berkeley Street, just beyond it, is the Notre Dame Academy.

In the light-colored stone building at No. 184 Boylston Street, nearly opposite the Institute of Technology, is the headquarters of the Moses King Corporation, whose handbooks and maps are so widely and favorably known. Here the editorial force has long been engaged on that great illustrated National work, *King's Handbook of the United States*, the most important and significant volume of the kind ever projected.

The stately buildings on the right of Boylston Street, with ample grounds about them, are, first, that of the Natural-History Society, and then those of the Institute of Technology. The entrance to the former is from Berkeley Street. The natural-history museum, in this building, is open to the public daily, from 10 A. M. to 5 P. M., and is one of the finest exhibitions of its kind in the country.

The church-building just beyond, on Berkeley Street, corner of Newbury, is that of the Central Church (Congregational Trinitarian). The material of which it is constructed is Roxbury stone, with standstone trimmings. Its graceful stone spire is 236 feet high, the tallest in the city. Dr. Joseph T. Duryea was long the pastor of this church. Also on Newbury Street, not far from the Central Church, is Emmanuel Church, (Protestant Episcopal). The interior of this church is very rich. Rev. Leighton Parks is the rector.

The main building of the Institute of Technology, fronting on Boylston Street, is one of the most note-

worthy structures of this district. The Institute was one of the earliest technical schools established in the country. The Lowell School of Practical Design is now connected with it. Gen. Francis A. Walker is the president of the Institute. The structure recently erected beyond the main building, occupying the lot on the corner of Boylston and Clarendon streets, is a second building of the Institute, which has grown and expanded considerably in recent years.

The handsome six-story brick building, with freestone trimmings and a grand entrance, on the opposite corner of Boylston and Clarendon Streets, is the Hotel Brunswick, one of the most elegant of modern hotels. Its interior is tastefully decorated, and its appointments are, in all respects, of the best.

The car turns from Boylston Street into Clarendon, and thence into Marlborough Street, which is parallel with Boylston Street. We might profitably leave it at the Hotel Brunswick, and continue our tour on foot.

From the right of Boylston Street we can see on Clarendon Street, corner of Commonwealth Avenue, the stone church, with its stately tower, formerly the Brattle-square Church, and now belonging to the First Baptist Society.

Continuing west on Boylston Street, we enter Copley Square, with magnificent buildings on either side. On the south-west is a fine brown-stone edifice occupied by studios, offices, etc.

On the left is Trinity Church, one of the finest and most impressive church-edifices in the country. It is of

stone ; and its architecture is of the pure French Romanesque style, in the shape of a Latin cross. The chapel and Sunday School is connected with the main church by an open cloister. The interior of the church is rich and artistic. The rector is the Rev. Dr. Phillips Brooks. His residence on the north-east corner of Clarendon and Newbury Streets (the first street north of Boylston) is always interesting to visitors in this quarter. The cloister-doors of Trinity are open daily, from 8 to 4 (Saturdays, 8 to 12), so that visitors may see the church. The attendants have a small guide-book for sale, describing the frescoes and stained windows, etc. Opposite Trinity Church, on the south, is the Ludlow, a sumptuous apartment-house, with the Boston Roller-skating Rink back of it, and the commodious new six-story brick Trinity-place Building of the Institute of Technology. Beyond the Art Museum, on the Dartmouth-Street Bridge, is the new armory of the 1st Massachusetts Regiment, with its immense drill-hall and battlemented towers.

On the right of Boylston Street, as we approach Dartmouth Street, is the Second Church (Congregational Unitarian), with chapel adjoining. This is a freestone structure, of quiet exterior ornamentation, but most attractive and tasteful interior. The first church-building of this society was the "Old North" in North Square, pulled down by the British during the siege, and used for firewood. Rev. Edward A. Horton is the pastor. Ralph Waldo Emerson was at one time pastor of this church.

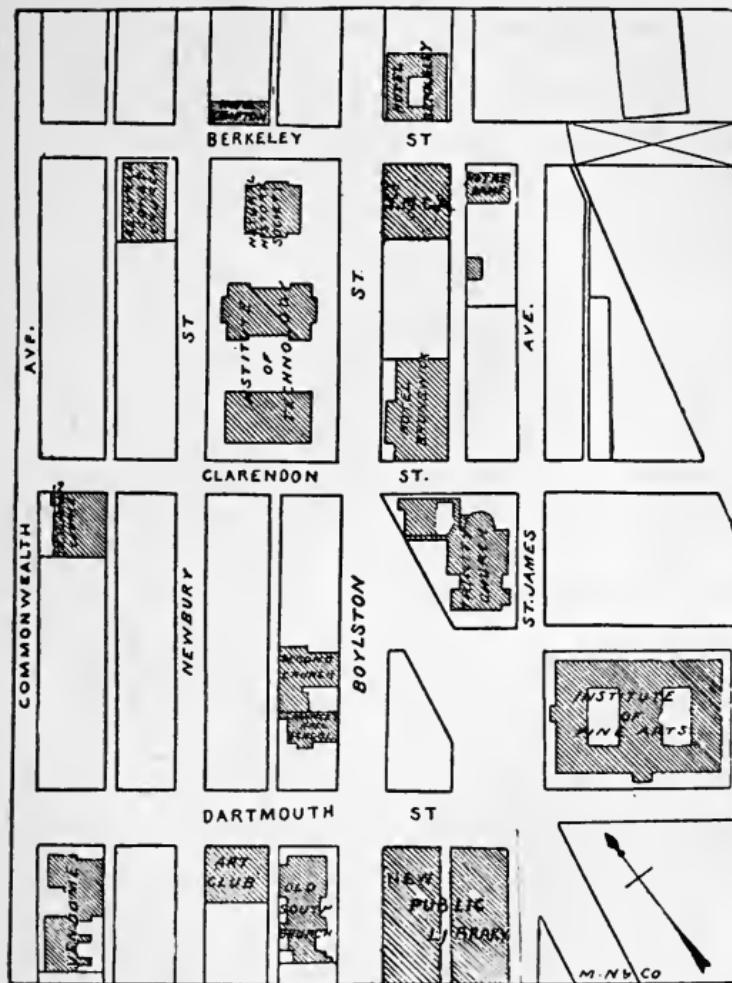
The building of the Chauncy-hall School, one of the oldest and foremost of private schools in the city, claims

especial attention. It is the attractive structure next beyond the Second Church, on Boylston Street, near Dartmouth Street. This school dates from 1828. Its present building has been occupied since 1873, and was especially planned and constructed for it.

On the opposite side of the square is the Museum of Fine Arts (founded in 1870), with entrance on St. James Avenue. The terra-cotta designs ornamenting its front represent the "Genius of Art" and "Art and Industry." The heads are of Copley, Allston, Crawford, and other famous artists. The museum is open to the public daily. Its collection of paintings, sculpture, and other works of art, is one of the finest in the country. The rooms on the first floor are devoted to statuary and antiquities, and those on the second floor to paintings, drawings, engravings, and decorative art. One visiting the Museum should be provided with a catalogue. Connected with the Museum are schools of drawing, modelling, wood-carving, art-embroidery, and china-painting.

From in front of the Art Museum we can look down the fine thoroughfare of Huntington Avenue. On the right of this avenue, beyond the railroad-bridge, is the great exhibition-building of the Charitable Mechanic Association, erected in 1881. It covers a space of more than 96,000 square feet. It has a large administration-house and two spacious exhibition-halls, with a fine art-gallery.

Not far beyond the Charitable Mechanic Exhibition Building, on the right of Huntington Avenue, is the Children's Hospital, a most worthy institution, supported



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by funds and special contributions from philanthropic citizens. The large building on Chester Park, near the avenue, is the Boston Storage Warehouse, erected by a corporation, and maintained for the special care of household and other property not in immediate use. It has an elevator to raise wagons with their contents to the several floors.

From Copley Square we can also approach the fine new building of the Harvard Medical School. This occupies a portion of the lot on the corner of Boylston and Exeter Streets. It is thoroughly constructed, and is a noteworthy feature of this impressive district. Just beyond it, on Exeter Street, is the drill hall of the Institute of Technology; and near by, also on Exeter Street, corner of Newbury, is the Prince School, one of the most perfect of its class in the city. The other corners of Exeter and Newbury Streets are occupied by the South Congregational Church (Unitarian); the First Spiritual Temple, a spacious and curious structure of stone, erected at great expense; and the Massachusetts Normal Art-School, an imposing new building, of brick and brownstone, with a lofty pointed roof. Farther out, at the corner of Boylston and Hereford Streets, is the very handsome new Romanesque building, in brick and brownstone, erected for the Back-Bay police and fire departments. The symmetrical arches of this building merit careful inspection. The region between Boylston Street and the river, and between the Public Garden and the Back-Bay Park, is one of the finest residence-quarters in the world, exemplifying in its construction almost every variety of architecture and durable material. Many of

the great apartment-hotels and of the homes of wealthy families are imposing enough for the Faubourg St. Germain itself. They abound in careful and delicate detail work, fine carving, tiles, stained glass, wrought-iron work, and other elegances of construction. One of the finest of these mansions is that belonging to Ex-Gov. Ames, at the corner of Commonwealth Avenue and West Chester Park. Another is the stately and impressive gray-brick house of John F. Andrew, at the corner of Commonwealth Avenue and Hereford Street. To the westward of the residence-streets are the salt-water courses, sedgy banks, and magnificent driveways and bridges of the Back-Bay Fens, which are designed to be a picturesque bit of sea-coast creek and shore, amid the highly artificial and finished surroundings of a splendid metropolis. Beyond the incomplete Park are seen the towers and spires of Longwood and Brookline and Cambridge, and the long house-crowned crest of Corey Hill, with the remoter blue hills of the Middlesex towns.

On Dartmouth Street, nearly opposite Trinity Church, the magnificent new Public Library is being built, in the style of a Roman palace; and farther toward the river is the Hotel Victoria. The Boston Athletic Association building, on Exeter Street and St. James Avenue, is one of the finest structures of its class in this country. The triangular-shaped building at the intersection of Huntington Avenue, St. James Avenue, and Dartmouth Street, is the Hotel Huntington.

The church on the Dartmouth-Street side of Copley Square, on the corner of Boylston Street, pertains to the

Old South society. To distinguish it from the historic old structure on the corner of Washington and Milk Streets, which we have seen in the "Retail Quarter," it is generally spoken of as the "New Old South." This is one of the costliest church-buildings in the city. Its form is a cross; and its most conspicuous features are its massive stone tower, terminating in a spire, and its lantern, with a pointed dome of gilded copper. The chapel and parsonage are along the Boylston-Street side.

The new building of the Art Club is next beyond the "New Old South," on Dartmouth Street, occupying the corner of Newbury Street. The club-members' entrance is on Newbury Street, and the public entrance on Dartmouth, leading to the art-gallery of the club. The terracotta designs ornamenting the exterior of the building are not more striking than the highly decorated interior.

Let us pass now through Dartmouth Street to Commonwealth Avenue,—the "show" thoroughfare of this district, 240 feet wide, with the parkway in its centre, and long lines of stately dwellings on each side.

On the corner of Dartmouth Street and the avenue is the Hotel Vendome,—a splendid marble-front structure of magnificent proportions, impressive outwardly, and superb within. The avenue entrance leads into a highly decorated rotunda paved with English encaustic tiles; and the ladies' entrance, on the Dartmouth-Street side, is elegant in its finish and furnishings. The hotel is thoroughly equipped, has the latest modern improvements, and is sumptuously furnished.

Proceeding up the avenue, we pass the First Baptist

Church (formerly the Brattle-Square Unitarian), on the corner of Clarendon Street. The feature of this stone edifice is its massive tower, with its frieze of bas-reliefs, with full-length figures representing the sacraments of baptism, communion, marriage and burial. The designs were made by Bartholdy, the celebrated French sculptor. The pastor of this church is Rev. Philip S. Moxom.

As we cross Berkeley Street, looking down that street to the left, we can see the stone edifice of the First Church, on the corner of Marlborough Street. This is Congregational Unitarian. Rufus Ellis was pastor for many years. The church is the direct descendant of the first church established in Boston. It was formed first in Charlestown; and when the colonists moved to this peninsula, and founded Boston, its first meeting-house was built. This stood on State Street, near where Brazier's Building stands, the site of which was pointed out along Route No. One. The next meeting-house of this First Church was on Washington Street, where Rogers Building now stands (nearly opposite the head of State Street). The third meeting-house was built on the same spot, and the next in Chauncy Place.

Along the avenue, we pass the statues of Gen. John Glover, in bronze, by Martin Milmore; Alexander Hamilton, in granite, by Dr. William Rimmer; and William Lloyd Garrison, by Olin L. Warner. The statue of Leif Ericsson, the Norse discoverer, is at the end of the avenue, opposite Gov. Ames's house.

We have called attention only to the conspicuous public buildings in this district; but let the stranger take any

of the streets running east and west, north and south, and he cannot fail to find everywhere private residences that will attract his attention by reason of their beauty, their oddity, or their costliness.

From Commonwealth Avenue, across Arlington Street, we pass into the Public Garden. In the main path, opposite the gate, is a glorious equestrian statue of Washington (erected in 1869), by Ball. Towards the right, a short walk distant, on the Boylston-Street side, is the bronze statue of Charles Sumner (erected in 1878), also by Ball. Across the Garden, on the Arlington-Street side, towards Beacon Street, is the Ether Monument, to commemorate the discovery of anæsthetics: and midway along the Beacon-Street side is Story's statue of Everett (erected in 1867). The Public Garden is now one of the pleasantest spots in the city. It is a veritable garden, with well-kept, trim and uniquely arranged flower-beds, brilliant with color in the blossoming seasons. The little lake and the high bridge are pleasant features of the Garden. A statue of Col. Cass of the Ninth Massachusetts was erected here in 1889.

We can return from this district across the Common, passing near the Army and Navy Monument, the work of Martin Milmore, and thence through Tremont Street to Scollay Square; but it is better to walk up Beacon Street from Charles Street, passing the Somerset Club House, a short distance above Spruce Street; then the site of the famous mansion-house of Gov. Hancock, now occupied by the brown-stone houses near Hancock Place, and marked by a slab on the low iron fence in

front of these houses ; and next the State House, at the corner of Beacon and Mount Vernon streets, noticing the statue of Horace Mann, by Emma Stebbins, at the left of the long flight of steps to the entrance, and that of Webster, by Powers. In the State House, which should be visited by every stranger, observe the statue of Andrew by Ball, the battle-flags and other interesting features of Doric Hall ; and ascend to the dome, whence a magnificent view of Boston and its environs can be obtained. Back of the State House, a great annex is now being built, at a cost of above \$2,000,000.

On the right side of Beacon, just below Park Street, is the Boston Athenæum, with its choice library of fully 150,000 volumes ; on Somerset Street, just off from Beacon, is the Boston-University Building ; and on the corner of Beacon and Somerset Streets, the Congregational House. Here are the headquarters of the American Board of Commissioners for Foreign Missions, the offices of *The Congregationalist* and *The Literary World*, the Congregational Library and Pilgrim Hall. At the corner of Bowdoin and Beacon Streets stands the magnificent brown-stone building of the American Unitarian Association. Thence we return, through Beacon and Tremont Streets to Scollay Square.

## ROUTE No. FIVE.

### IN THE OLD WEST END.

The "Old West End" is quaint, and in parts "eminently respectable." In Routes Nos. Two and Four we

have entered it and, seen some of its features. Scollay Square is on the edge of it, and we can do it entirely on foot. We pass through Pemberton Square—at one time largely occupied by lawyers and architects, which is entered from the head of Scollay Square, at the junction of Tremont and Court Streets—into Somerset Street. In Pemberton Square on the north side are the slowly rising granite walls of the new and costly Court House of Suffolk County, which will be one of the most magnificent public buildings in New England, and has now been under construction for years.

On Somerset Street, opposite the outlet from Pemberton Square, is the Boston-University Building (the Jacob Sleeper Hall), pointed out on the way along Beacon Street in Route No. Four. The university embraces schools of liberal arts, law, medicine, theology, music, oratory, agriculture, and all sciences. This building is the headquarters ; and here are the business-offices, as well as the leading schools. The building stands on the site of the old Somerset-Street Church, and was completed in 1882. It is a handsome structure, thoroughly built, and artistically designed. The president of the university is William F. Warren, S.T.D., LL.D. Just below, also on Somerset Street, on the left, part way down the hill, at No. 18, is the building of the New-England Historic-Genealogical Society, containing relics, manuscripts, and nearly 80,000 volumes and pamphlets, chiefly history and genealogy.

In Ashburton Place — from Somerset Street, extending to Bowdoin — is the Mount-Vernon Church (Congrega-

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tional; Rev. Dr. Samuel E. Herrick, pastor); and the Law School of Boston University. Around the corner, on Bowdoin Street, up the hill a few steps, on the left, near Beacon Street, is the oldest Swedenborgian church in the city (Rev. James Reed, pastor).

From Bowdoin Street we pass through Beacon-Hill Place into Mount-Vernon Street, and along that street to Hancock. Down Hancock we pass the site of the new State-House annex, and further down the spacious old-fashioned house, No. 20, formerly the home of Charles Sumner.

At the foot of Hancock Street we cross Cambridge Street, and pass up Lynde Street. On the corner of Lynde and Cambridge Streets, setting back from Cambridge, with a pleasant little park (known as Lowell Square) in front of it, is the West Church, one of the oldest of the existing meeting-houses. The present church was built in 1806, when Rev. Dr. Charles Lowell, father of James Russell Lowell, the essayist and poet, was pastor. Dr. Bartol was connected with its pastorate for half a century, but retired a year or two ago, and the church was then closed and abandoned.

Through Lynde Street we pass to Green, from Green to Chambers. At one corner of McLean Street stands the House of the Good Samaritan, and on the other, St. Joseph's Catholic Church. Through McLean Street we come to Blossom Street, upon which is the main entrance to the Massachusetts General Hospital (founded in 1779, opened in 1821) and its generous grounds. This is one of the most noteworthy institutions of its class in the country.

In its neighborhood, on North Grove Street, is the Harvard Dental School (formerly the Medical School). Here poor people may have their teeth put in order at little or no cost.

A walk up Beacon Hill again, and down through Pinckney Street, with its houses of quaint and varied architecture, or Mount-Vernon Street with its stately dwellings, or Chestnut Street, one of the finest old resident quarters of the city, will be found full of interest. The hill we can reach from Cambridge Street, into which Blossom and North Grove Streets make ; and we can ascend it by Joy, Temple, Hancock, or other parallel streets.

Pinckney Street begins at Joy Street, and runs over and down the hill to Charles River. Midway down Pinckney Street we pass, on the left, Louisburg Square. In this neighborhood lived the first Englishman in what is now Boston, — William Blackstone ; and about the center of Louisburg Square was the "spring of pure water," the report of the existence of which brought Winthrop and his followers from Charlestown, and led to the settlement of Boston. The statues within this square are of Columbus and Aristides.

At the foot of the hill, across Charles Street, on the corner of Mount-Vernon and Brimmer, is the Church of the Advent, a prominent ritualistic Episcopal parish, with rich and imposing choral services. The church on the corner of Charles and Mount-Vernon Streets was formerly the Charles-Street Baptist Church, and is now one of the most prominent colored churches of the city.

At the foot of Chestnut Street, on the margin of Charles River, is the club-house of the Union Boat-Club. On Revere Street, just off Charles Street, on the left, is the Old Women's Home, a worthy and noticeable institution.

Along Charles Street, near the corner of Cambridge Street, is the building of the Massachusetts Eye and Ear Infirmary. This is one of the most important of the private charitable institutions of the city. It is designed for the relief and treatment of the poor or unfortunate, suffering from diseases of the eye or ear. No charge is made for the services of its surgeons; and a nominal price only, for board, is charged those who can afford to contribute slightly to their support while undergoing treatment. The institution is sustained by funds contributed by benevolent citizens of means. It has a large list of out-patients. The administration of the institution is in the hands of a board of trustees, at the head of which is a leading surgeon. On the other side of Cambridge Street, on the right side of Charles Street, is the County Jail. This is a substantial granite building, constructed in the most thorough manner throughout, in the form of a Greek cross, the arms radiating from the great central guard-room. It was built in 1851, and it cost, with the land upon which it stands and the grounds surrounding it, constituting the jail-yard, \$450,000.

We can return to our starting-point by taking a "West-end" car, which goes through Cambridge Street, Bowdoin Square, and Court Street, to Scollay Square.

## ROUTE No. SIX.

## IN THE NORTH END

The North End, into which the humbler classes and some of the vicious are now crowded, and which is in parts unsavory, is historic ground, and was once the most aristocratical section of the town.

We can best approach it from Scollay Square through Hanover Street, passing by the American House on our left (established in 1835, rebuilt and greatly enlarged in 1851; American plan), and thence to Salem Street, which leads off obliquely from Hanover Street, and then runs nearly parallel with it.

As soon as Salem Street is entered the sights become interesting. Here is one of the Jewish quarters of the city. Along the way down the street, and in the intersecting streets, notice several good examples of the Colonial style of building, with the second story projecting over the first.

In this region also dwell a thousand or more of Portuguese, from the Azore Islands: and their little Catholic Church is one of the features of North Bennett Street.

Near by, in and around North Street, dwells the Italian colony of Boston, numbering several thousand persons, with its own banks, clubs, shops, and restaurants. Their church is St. Leonard of Porto Maurizio. There are also many Russians in the North End, mostly Hebrews, with their synagogues and other peculiar institutions. The Armenians of Boston form a respectable colony, but are not settled in a group, and are less num-

erous than the Armenian community of Worcester. The negro quarter is on the western slope of Beacon Hill, and numbers several thousand persons.

Salem Street is the most interesting below Prince Street. The picturesque features of the quarter are the old Christ Church, on Salem Street, fronting Hull Street, and the ancient Copp's-Hill Burying-ground near by. Christ Church is the oldest church-building now standing (built in 1723). It was from its steeple that the Paul Revere signal-lights were displayed, April 18, 1775, as the tablet on the front of the church announces. The interior of the church has been little changed in all these years; happily, no attempt having been made to modernize it. It contains historic paintings, and mural ornaments, and much that is interesting. In its tower is a sweet chime of eight bells, each of which bears an inscription. No visitor should neglect to visit this church, and examine its quaint interior.

Copp's-Hill Burying-ground was established in 1659. It used to be called the "Old North." Its most distinguished graves are those of the Mathers. It is a picturesque place, and should certainly be visited by every stranger. The British batteries which burned the town of Charlestown during the Battle of Bunker Hill were planted on Copp's Hill. The cemetery is open to visitors from May 1 to Nov. 1, from 7.30 A. M. to noon, and from 1 to 6 P. M., and hundreds of people avail themselves of the privilege every week. The superintendent has published an interesting pamphlet describing the locality, with copies of the chief epitaphs, and other historical memoranda.

From Hull Street, in front of the burying-ground, we can stroll down Snowhill Street into North Margin, a squalid neighborhood, but a not uninteresting one, especially to those interested in old-time architecture, which is shown in some of the dilapidated houses; thence to Thatcher, where we will notice the great Catholic church (St. Mary's) constructed of brick, with granite trimmings, the front ornamented with two towers; and then back again through Cooper to Salem Street.

Through Prince Street from Salem, across Hanover, we come to North Square, passing the Italian Church on Prince Street near Hanover.

The Old North Church,—“the church of the Mathers,”—torn down by the British and used for fuel, used to stand here; and near the exit from the square into North Street still stands the house where it is supposed Paul Revere was born.

The Mariners' House, in North Square, is a free house for sailors, and nearly opposite stood “Father Taylor's Bethel,” a famous chapel for sailors.

We can return direct to Scollay Square, through North Street, Dock and Adams Squares, and Cornhill.

## ROUTE No. SEVEN.

### IN THE SOUTH END.

The South End is largely a residence-quarter, like the Back Bay, and the greater part of it has been reclaimed from the harbor by filling-in. At one time the isthmus joining Boston to the mainland was so narrow that the

bowsprits of vessels lying up to the shore on either side closed up the country road. At the seasons of full tides the salt water overflowed the road up to the knees of the passing horses. Here and there were wharves, ship-yards, and tidal marshes, where sportsmen from the town hunted sea-birds. Before 1640 a fortification on this narrow isthmus, guarded by colonial troops, and with its gates closed at night, secured the town against the possibility of an Indian assault. In 1710 a stronger line of defense was erected, just south of Dover Street, over whose thick walls great guns glowered on Roxbury. The British garrison enlarged these works in 1774-5, with redans, bastions, fosses, abattis, and 50 or more cannon and mortars, which kept up an incessant fire on the American lines, less than a mile away. Lord Percy commanded these defences, at one time, with a garrison of redcoats.

The growth of Boston during the present century has been largely on ground reclaimed from the sea by filling in on either side of Boston Neck ; and now this great district reveals no traces of water on either side. The bay has been expelled, and its place is occupied by leagues of brick dwelling-houses, churches and other buildings.

The horse-car and electric-car routes to Roxbury and upper Dorchester lead through the South End, starting from Scollay Square and other down-town points. The Shawmut-Avenue line is used entirely by electric-cars, running to Roxbury and Grove Hall. The routes to the southward go through Tremont Street, alongside the Common, or through Washington Street ; beyond Boylston

Street by Tremont direct, or Shawmut or Columbus Avenues ; or by Harrison Avenue and Washington Street, again, beyond Dover. The horse-cars which pass through Columbus or Shawmut Avenues run through the South End, and to Roxbury, Dorchester and the Southern suburbs. A convenient way is to go out by way of Columbus Avenue, and return by way of Washington Street. Just as we enter Columbus Avenue we again pass the Emancipation Group in Park Square ( which we noticed on the way down to the Back-bay district ), and on the right the elegant passenger-station of the Providence Division of the Old Colony Railroad.

At the corner of the avenue and Berkeley Street is the People's Church ( Methodist Episcopal ), on the right ; and on the opposite corner on the left, the First Presbyterian Church.

The large buildings hereabouts are apartment-houses. The stone church just over the bridge, on the left, on the corner of Clarendon Street, is the Columbus-Avenue Universalist Church ( Rev. Dr. A. A. Miner, pastor ). Another fine apartment-house is observed on the left, and others are on each side farther on.

The stone church on the corner of West-Rutland Square, a picturesque structure with ivy-covered walls, is the Union Church, ( Congregational ). The Rev. N. Boynton is pastor. The Home for Little Wanderers is back of the church. We might leave the car just before we reach this church, at Columbus Square, at the junction of Columbus and Warren Avenues, and proceed down the latter -- towards "down-town " again — to Berkeley

Street, and thence to Tremont. On the way down Warren Avenue, we pass on the right, at the corner of West Brookline Street, the Church of the Disciples (where the late Dr. James Freeman Clarke preached); then, at the corner of West Canton Street, the Warren-Avenue Baptist Church. Next we come to the splendid and extensive structure, the building of the Latin and English High Schools, one of the most noteworthy institutions of its kind in the country. This is on the corner of Dartmouth Street and Warren Avenue, and occupies a parallelogram 423 feet long and 220 feet wide. The main entrances to the Latin School on the Warren-Avenue front, and to the English High on the Montgomery-Street front, are decorated with statuary. The building contains seventy-eight rooms and halls. Across the easterly end of the building are a fine drill-hall and the gymnasium. Just beyond the avenue, to the left, on Dartmouth Street, is the old Rice-School Building, now occupied by the Normal School for Girls; and herein is a training-school.

On Clarendon, corner of Montgomery Street, occupying the lot adjoining that on which the Latin and English High School stands, is the Clarendon-Street Baptist Church (Rev. Dr. A. J. Gordon, pastor).

At the corner of Warren Avenue and Berkeley Street, at the left, is the Berkeley Temple (Congregational Trinitarian; Rev. Charles A. Dickinson, pastor); and on the opposite corner, at the right, is the handsome marble-front Odd-Fellows' Hall, the main entrance to which is on Berkeley Street. On Berkeley Street, near by, is the Parker Memorial Building, with the Parker

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Memorial and Sumner Halls, and alongside is the Paine Memorial Building, with Paine and Investigator Halls.

Near by is the great round building with fortress-like entrance, of the Cyclorama of the Battle of Gettysburg, visited daily by hundreds of people.

Turning from Berkeley Street into Tremont, let us proceed up that street. We pass on the right the Clarendon Hotel, and, just beyond, the St. Cloud Hotel; the latter an apartment-house, about opposite which, at the left, is Union-Park Street, with its parkway in the center. Through this we can catch a glimpse of the former home of Edward Everett Hale's South Congregational (Unitarian) Church, which is now occupied as a Hebrew synagogue.

Next, at the corner of West-Brookline Street, on the left of Tremont, is the Shawmut Congregational Church (Rev. W. E. Griffis, pastor.)

Looking down Pembroke Street, the next beyond, also on the left of Tremont, we can see the fine school-building occupied by the Girls' Latin School and the Girls' High School. This building extends through to Newton Street, with entrances on both streets.

Beyond, again, at the corner of West-Concord Street, is the Tremont-Street Methodist Church, one of the finest churches of its denomination in the city.

On Springfield Street, again, from the left of Tremont Street, we see the Home for Aged Men, a practical charity well administered.

Some ways beyond Chester Park, a short lane diverges from Tremont Street to the right to the Boston Base-ball

Grounds, with their costly and handsome grand stand. Thousands of people assemble here when match-games are being played, and wild enthusiasm is manifested. Many ladies attend these interesting displays.

At Chester Square we may turn and walk through the pleasant park in its center to Washington Street, proceeding down the latter street on our return walk or ride, to our general starting-point.

Let us next turn into East-Concord Street from the right side of Washington, and proceed to Harrison Avenue, and observe the buildings of the City Hospital, occupying the block on this avenue, between East-Concord and Springfield Streets. Near by, on East-Concord Street, are the Homœopathic Hospital and the Massachusetts Medical School.

Other noteworthy buildings in this neighborhood are the Church of the Immaculate Conception (Catholic) on the left side of Harrison Avenue, and Boston College (also Catholic) adjoining. The interior of the former is one of the richest and most impressive church-interiors of the city. The musical portion of the regular and special services here is very fine.

We return to Washington Street through East-Newton Street, past the New-England Conservatory of Music building (formerly the St. James Hotel) on the left. This school, founded and now directed by Dr. Eben Tourjée, has become one of the largest and most useful educational institutions in America. Although it is nominally a music-school, its scope has been extended from time to time, until it is now a general college, with and without

boarding accommodations. An important addition to the present building is contemplated, — the construction of a large music-hall, in which the "Great Organ," once a noteworthy feature of the Boston Music Hall on Winter Street, is to be placed. Back of the New-England Conservatory building, occupying the lot fronting on Washington Street, is the old South Burying-ground, established in 1810.

The small parks on either side of Washington Street, extending from Newton to Brookline Streets, are Franklin on the east side, and Blackstone on the west side.

Proceeding down Washington Street, the next noteworthy building is the great Cathedral of the Holy Cross (Roman Catholic). This is on the right side of Washington Street, corner of Union-Park Street, and is an imposing structure. Its interior is very fine and is well worth examination. The archbishop's residence is back of the cathedral, corner of Union-Park Street and Harrison Avenue.

The Grand Opéra House, opened in 1887, is a new and popular place of amusement, of great size, and at low prices, on Washington Street, just above Dover Street.

At the corner of Washington and Dover Streets is the Grand Museum, opened in 1888, formerly the Windsor Theatre, the first "up-town" theater in the city proper. At about this point the old fortifications at "the Neck" stood.

The handsome new Hollis-Street Theatre is on the site of the old Unitarian church in Hollis Street, three squares south of the Common.

Here we may take a car on Washington Street that will carry us all the way back to Scollay Square.

**ROUTE No. EIGHT.**

## IN THE ROXBURY DISTRICT.

The annexed territory now called the Roxbury District lies southwest of the old city, or Boston proper. The thoroughfares leading to it are four—Harrison Avenue, Washington Street, Shawmut Avenue, and Tremont Street. This is the order of their succession, viewed laterally, Tremont Street being the most westerly. Columbus Avenue, which lies more to the westward, will one day be extended through to the Roxbury District. At present Washington Street, Shawmut Avenue, Tremont Street and Huntington Avenue are available throughout by street-cars. Of these, the Washington-Street route is preferable for the stranger and sight-seer. The cars pass from Tremont Street to Cornhill, across the head of Scollay Square.

In going out by this street, through the South-end district, which we have just seen in Route No. Seven, the stables of the West-End Horse Railway, at the South End, near Lenox Street, will serve as a landmark to indicate the old boundary-line between Boston and Roxbury. The point is of some historic interest; for here the American troops engaged in the siege of Boston, erected strong fortifications, and planted heavy batteries, to resist any attempt of the British troops to get into the country.

A few rods beyond this point in the outward journey, on the left an ancient high-walled burial-ground will be observed at the corner or intersection of Washington

and Eustis Streets. Its oldest gravestone bears the date of 1653. The most noted person whose remains were there buried was the Rev. John Eliot, known as the Apostle to the Indians, and translator of the Bible into the language of the neighboring New-England tribes. His body was the first that was placed in the "parish tomb," which contains also the remains of his five successors in the pastorate of the First Parish. The graves of Thomas Dudley and Joseph Dudley (Governors), and Paul Dudley (Chief Justice of Massachusetts) are in this cemetery. Eustis Street is the old road leading to Dorchester. It passes through that section of Roxbury called Mount Pleasant. This name indicates truly the characteristic of the scenery ; but there is nothing very notable on the route, within the Roxbury limits, the last of the interesting landmarks—the Shirley House, so called from its first occupant, who was one of the provincial governors of Massachusetts — having been torn down a few years ago. This house, after the Revolution, was owned and occupied by Gov. Eustis. It was a good specimen of the best Provincial architecture.

Continuing from the old burial-ground, then, on Washington Street, we find that a little way above Eustis Street the travel is divided into three principal lines. To the right, Roxbury Street stretches a short distance to Eliot Square, popularly known as the Norfolk-House neighborhood, on account of the large hotel there. To the left, Warren Street sweeps away into what used to be the country, but is now a beautiful semi-rural, semi-urban section, and extends towards central Dorchester

by the way of Grove Hall. Beyond these points of divergence, Washington Street leads towards Jamaica Plain. The principal stores, the banks, public institutions, post-office, public halls, etc., of Roxbury, are near these points of divergence.

On Washington Street, soon after crossing Dudley Street, we come to three or four fine old-fashioned mansions, which give an idea of the heyday of things, socially speaking, of the Colonial period. Some of these old mansions have been removed recently to make room for more modern and profitable structures. Among the vanished homes was the venerable house of the Tory Auchmutys.

By this street the car ride may be extended, amid pleasant scenery, as far as Forest-Hills Station, which is near to the noted cemetery of the same name.

In the neighborhood of Eliot Square are many pleasant and some historic situations. The old First Parish Church building fronts the square. The church as an organization dates from 1632, and on this site it has always had a house of worship. The present structure was built about the beginning of this century, and is an excellent specimen of the most fully developed Puritan church architecture. The apostle Eliot was one of the early pastors, and divided his ministrations between the parishioners and the Indians ; giving the Indians, on the whole, Scripture measure, and trusting the parish largely to his colleague. The church is now Congregational Unitarian, and the present pastor is the Rev. James De Normandie. For nearly half a century the late Rev. Dr.

Putnam was its pastor. The land where this old church stands is quite elevated, and Gen. Washington's army thoroughly fortified it, to command the roads from Boston.

About a quarter of a mile to the south-west were still stronger works, known as the Roxbury Fort. This spot is now marked by the stand-pipe of the Boston Water-Works, which, as an architectural column, is deemed to be of great beauty.

Not far distant, on Roxbury Street, in the large building No. 286, is the famous establishment of L. Prang & Co., art and educational publishers. Here are the most extensive and interesting art-works of their kind in the country.

From Eliot Square extends Highland Street, one of the most charming of Roxbury situations. Many fine residences and grounds front upon this street. In one of these houses lived, in his later years, William Lloyd Garrison. The famous Unitarian pulpit-orator just alluded to, as long pastor of the old church, Rev. Dr. George Putnam, was another resident. Rev. Dr. Edward Everett Hale is one of the present residents of this locality. He lives in a charming home at No. 39 Highland Street.

For visiting the parts of the Roxbury District already named, several lines of cars may be taken. Some of these cars also pass through Warren Street; but, the Oakland-Garden cars are to be preferred if we wish to take in Roxbury merely; for by them we can reach the great public pleasure-ground of forests and fields known

as Franklin Park. Even now, when almost in a state of nature, it offers opportunity for many pleasant strolls.

On the way out, about a quarter of a mile from the diverging point of Washington Street, is the site of the mansion of Gen. Joseph Warren, of Bunker-Hill fame. A marble tablet marks the spot. A little way beyond, a site is reserved for Warren's monument, now being made.

## ROUTE No. NINE.

### IN THE DORCHESTER DISTRICT.

The most direct way of reaching the northern part of the Dorchester District is by the street-cars which leave the Old South, and go through South Boston. The pleasantest way is by cars leaving Scollay Square, and going to Upham's Corner. This is the route already mentioned in referring to Mount Pleasant in the Roxbury District. For seeing the principal features of Dorchester in a single jaunt, it will, perhaps, be better, rather than to take either of these routes, to go out through the Roxbury District, by way of Warren Street, to central Dorchester.

To reach central Dorchester, we should take the Dorchester electric-cars, which depart from the Tremont House, a short walk from Scollay Square. These will give us all the opportunity of sight-seeing described in Route No. Eight, so far as relates to Warren Street. Having passed through and beheld all the charming situations of Warren Street, we enter Dorchester near Grove Hall after a

ride of about thirty minutes, and thereafter we ride a mile and a half amidst delightful rural scenery.

Grove Hall is now a neighborhood designation. What was once the hall is now called the Consumptives' Home, a charitable institution. A little way beyond are the celebrated gardens of the late Marshall P. Wilder. To the left is the high ground called Mount Bowdoin. Three-quarters of a mile or so from Grove Hall brings us to the intersection of Bowdoin and Harvard Streets. After passing this, let us look sharply to the left as the car slowly mounts the ascending road, and we will get at one or two openings a picturesque view of Boston harbor and its islands, and a view of the Atlantic Ocean, limited only by the sphericity of the planet's surface. The Second Parish Church (Congregational Trinitarian), and the quaint old town-hall of Dorchester, are objects of interest farther on. This central Dorchester route, taken as a whole, is considered one of the pleasantest of the five-cent-fare routes from the city proper.

Let us now retrace our steps, or return by the car over part of our road as far as the junction of Washington and Bowdoin Streets. From this point it will be necessary to walk a short distance to the corner of Bowdoin and Olney Streets. Here the blue-line cars may be taken for Meeting-house Hill. There the soldiers' monument is an object of special interest. The church-building of the First Parish (Congregational Unitarian, Rev. Christopher A. Eliot, pastor) is here; and almost from the beginning of the settlement of Dorchester, that is, for nearly two hundred and sixty years, there has

been on this hill a place of worship. Hence the origin of the name of the hill. The car may again be taken at the hill for a ride to Upham's Corner.

At Upham's Corner is the old Dorchester Burial-ground, noted as containing the oldest gravestones to be found in the United States, excepting, possibly, some in St. Augustine in Florida. The oldest Dorchester stones are of 1638 and 1644. There are many quaint inscriptions which are of great antiquarian interest. This was the burial-place of several eminent public men of the Colonial and Provincial periods. From Upham's Corner to the top of Jones's Hill extends Cushing Avenue. It is a short and easy walk ; and the hill-top commands one of the most extensive views in the vicinity of Boston. To the northward are seen the old city and the renowned Dorchester Heights, which are within the territory now known as South Boston. To the westward opens an amphitheatre of hills and villages, and to the southward a wide and deep interval, the famous Blue Hills of Milton being at the horizon. Near at hand in this direction is seen Meeting-house Hill, where stand the Soldiers' Monument and the First Parish Church. This is a handsome wooden building, in the architecture of which the Puritan style appears. The church organization dates from 1630. To the eastward are distinctly discernible nearly all the islands of the harbor, the harbor itself and its shipping, and the ocean in the extreme distance. Near at hand in an easterly direction may be seen Savin Hill—a place of much natural beauty, and which has an almost equally good outlook. From Up-

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398 Washington Street.

ham's Corner we may return direct to Scollay Square by the way of Mount Pleasant.

The handsomest street in Dorchester is Melville Avenue, with its attractive modern houses. Near the Harvard-Street station is Sunset Rock, around which Gen. Washington had the fascines cut for fortifying Dorchester Heights.

One who wishes to see upper Dorchester may take the Old-Colony Railroad for Milton Lower Mills. There we find a pleasant and lively village on two sides of the river, around Baker's chocolate-mills. From Lower Mills we can return by horse-car, through Dorchester and South Boston, to the city (six miles), almost as straight as a bird flies.

#### ROUTE No. TEN.

##### IN SOUTH BOSTON.

South-Boston cars leave the city from Scollay Square, from Brattle Street, near Adams Square, from Post-Office Square, and from Park Square, in front of the Providence-Railroad station. Through South Boston the cars leaving the city proper from the above-mentioned points pass over two routes. That through Broadway is the pleasanter of the two. By either of them we can reach City Point. Both skirt the shore to some extent, and City Point is the common terminus. The ride up Broadway is interesting, particularly so beyond Dorchester Street.

The Point is one of the two chief places of interest for the mere spectator, the other being Dorchester Heights.

It contains fine harbor views, with Fort Independence close at hand, and yachting sights innumerable. This is the greatest rendezvous for yachts, as respects numbers, on the Eastern Massachusetts coast. There are other places where yachts of large tonnage are more numerous. Here are numerous seaside hotels and *caf  s*. Here, also, is the new Marine Park, with its long promenade pier, extending nearly to Fort Independence. Southerly the view includes Dorchester, the Blue Hills, and parts of Quincy.

While in this neighborhood it will be convenient for one who is interested in matters pertaining to philanthropy or social science to visit some or all of the public institutions, which are at no great distance; namely the School for Idiotic and Feeble-minded Children, at No. 723 East Eighth Street, the City Asylum for the Insane, and the Suffolk-County House of Correction on First Street.

At the Point we may take a return car, and alight at the junction of Broadway and Emerson Streets, when we shall be quite near to the building of that noble charity of world-wide fame, the Perkins Institution for the Blind. For many years it was presided over by the chivalrous and learned Dr. Samuel G. Howe. It is open to visitors on Thursdays from 11 A. M. to 1 P. M.

From this point the distance is short to the other place of special interest to the spectator, the renowned Dorchester Heights. This summit has now, in popular speech, the inglorious local name of Telegraph Hill, though it is many years since it was used for marine-telegraphing

purposes. The name of Dorchester Heights was dropped soon after 1804, when a slice of Dorchester territory, making what is now South Boston, was annexed to the city. The fortification of these heights, by order of Gen. Washington in 1776, compelled the British troops to vacate Boston, and the British war-ships to leave the harbor : hence the hill is sometimes called Mount Washington. The summit commands a view to the horizon in all directions, taking in, of course, the old city, the suburbs, and the harbor.

A short walk part way down the westerly slope of the hill will bring us to the Carney Hospital, on Old Harbor Street, another public institution of great excellence. It is conducted by the Sisters of Charity, under the special patronage of the Catholic community ; but Protestants contribute liberally to its funds, and share its benefits.

Thence the distance is short to the Eighth-Street line of cars, and not long for a return to the Broadway line of travel. By either route we can return to the neighborhood of our starting-point from the city proper.

On the return-trip we can spend some time profitably, if we are so disposed, in viewing the great foundries, extensive refineries, and other noteworthy industries, important features of the South-Boston district. These are located along the water-sides of the district. They employ large numbers of working-people. Famous among them are the extensive works of the South-Boston Iron Company, on Foundry Street. The buildings of this great concern cover nearly seven acres. The establish-

ment is the most extensive of its kind in New England, and its different shops are thoroughly equipped. Here have been manufactured some of the most powerful ordnance and projectiles ever made in the country. These works were founded by Cyrus Alger, the famous metallurgist and inventor, who constructed the first perfect bronze cannon for the United-States Ordnance Department and for this State. The great sugar-refineries are on Granite Street.

One of the most important street improvements has been the extension of Broadway, by the new iron bridge to Harrison Avenue. A walk over this bridge to the city proper is a pleasant one. A down-town car on Washington Street, a block beyond Harrison Avenue, will bring us to the neighborhood of our general starting-point,—Scollay Square. We may also return by the Dover-Street Bridge, another modern structure. The first bridge here, connecting the Neck with South Boston, was built as early as 1804. The South-Boston cars passing over the line terminating in Park Square, in front of the Boston & Providence Railroad Station, cross the Dover-Street bridge.

## ROUTE No. ELEVEN.

### IN EAST BOSTON.

East Boston is reached from Scollay Square by street-cars, passing down Hanover Street, across the ferries. The People's Ferry, farthest north, along the water-front, is sometimes called the North Ferry; and that

from Commercial Street and Eastern Avenue is the South Ferry.

Within the East-Boston District the first points of interest are the great steamship wharves. These are towards the south from the South Ferry. Here are the Grand-Junction Wharves, where the railroad-lines are brought to tide-water. The Cunard-Steamship Wharves are near by.

The principal thoroughfares are Chelsea Street, running across the island, and Meridian Street, running north and south. On Meridian Street, at the junction with Border Street, a few blocks to the left of Chelsea Street, is the largest park on the island, called Central Square ; and to the left, on Webster, Sumner, Lamson, and Seaver Streets, is the next largest square, called Belmont Square. At the junction of Putnam, White, and Trenton Streets, again to the left from Chelsea Street, is Putnam Square ; and farther on, also to the left, at the junction of Prescott, Trenton, and Eagle Streets, is Prescott Square.

Among the chief attractions of East Boston are the water-views from its high places, and one of the finest of these is from Webster Street.

On Byron Street, corner of Homer, well out on the island, is the Israelitish cemetery, the only one of its class in Boston.

The line of the Boston, Revere Beach & Lynn Railroad passes through East Boston ; and the drive to the famous Point Shirley is across the island.

There are two lines of cars running from the

South End of Boston proper and the centre of the city to the North Ferry — the Tremont-Street line, the cars of which pass through Scollay Square ; and the Washington-Street line, of which the cars leave Washington Street at the corner of Milk Street, pass through Post-Office Square, Congress and Devonshire Streets, into Adams Square, and thence again into Washington Street. The ferry-fare for a single passage is one cent ; but a five-cent horse-car ticket conveys the passenger to the ferry, and from the opposite landing to any part of East Boston where tracks extend.

Arrived at the East-Boston landing, we may step into the car in waiting, and be taken in a few minutes to Maverick Square, the most important business centre of East Boston. For a visit to the great sugar-refinery, the ocean-steamships, the sectional dry-docks, the largest of the port of Boston, to the mammoth grain-elevators, or to that point of observation, the high ground of Webster Street, we should take horse-cars at the ferry, and ride through the quiet streets of the Island Ward. But, to escape pedestrian efforts, we may continue our car-journey northerly through Meridian Street to Central Square.

Here we have the alternative of two routes : that by the way of Lexington Street will carry us to the vicinity of the East-Boston reservoir of the public water-works. Not far from that point is the Jewish burial-ground. By continuing on Meridian Street we shall pass over high ground, which will give us an excellent view of the head of the harbor, Charlestown Navy Yard, and the

mouth of Mystic River. The cars pass over the Meridian-Street bridge into Chelsea.

On the return we may well get off at Central Square, and pass into Border Street, for a visit to the extensive Atlantic Iron Works, where all kinds of heavy iron manufacture is done. Here iron steamships are built or repaired, engines are constructed for sea-going steamers of every size, and boilers, shafting, and other steamship apparatus is produced. Much shipping of heavy tonnage frequents East Boston, and the whole westerly shore is bordered by deep water.

## ROUTE No. TWELVE.

### IN THE CHARLESTOWN DISTRICT.

At Scollay Square we can take street-cars for the Charlestown District, either passing through the square, or along the head of it, from Tremont into Cornhill. Any car going to or through Charlestown will suit our purpose. A convenient line is that marked "Bunker Hill." Passing over either of the bridges, the Charles-River or Warren, we notice at the left the nests of rail-ways, and at the right, on the Charlestown side, the docks and elevator of the Hoosac-Tunnel Dock and Elevator Company, at which freight brought from the West by rail is shipped direct for foreign ports.

In City Square we might leave the car, and walk to the Navy Yard and the Bunker-Hill Monument Grounds, noticing, at the left of the square, the Waverley House, and also the fine building in which are the Public Library

and the Municipal Court, which, before the annexation of Charlestown to Boston, was the City Hall.

If we prefer to ride, the car — if a Bunker-Hill car — will take us quite near to the Monument grounds, and also direct to the Navy Yard. The latter has many features of interest well worth visiting. The former, no patriot who comes to Boston ever neglects.

We can pass through Winthrop Square on our way to the Monument grounds, observing in the square the Soldiers' and Sailors' Monument (dedicated June 17, 1872). This was designed by the late Martin Milmore. It represents the "Genius of America" holding laurel-wreaths above the heads of the soldier and sailor standing on either side. This square was, in Colonial days, the militia-field.

The grounds upon which the Bunker-Hill Monument stands are, as will be seen, attractively arranged and well cared for. The height of the obelisk is two hundred and twenty feet. Inside the shaft is a spiral flight of stairs, winding around a hollow cone; and at the top is an observatory, with windows on each side. The view from here is superb. The building at the base of the monument contains a marble statue of Gen. Warren, and various memorials of the battle; and near the summit of the hill a stone marks the spot where Warren fell. The bronze statue of Prescott, standing in the main path of the grounds, is one of the finest pieces of statuary which the city can boast. It is by Story, and was unveiled on June 17, 1881.

Bunker Hill beyond, and higher than Breed's Hill

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where the monument stands, is crowned by a Catholic church.

Walking down Breed's Hill, passing into Main Street, and continuing up that street, we soon come to a house on the left, which is the oldest house now standing in the Charlestown District, and one of the most famous. It is known as the Edes House, from the family who built it, and in whose possession it still remains. Here was born Samuel F. B. Morse, the inventor of the electric telegraph.

Passing through Phipps Street, also to the left of Main Street, we come to the ancient burial-ground, dating from 1642—the earliest date, at least, found on the gravestones. The rough granite monument to John Harvard, the founder of Harvard College, who is buried here, is the most conspicuous feature in the enclosure. The grave of Thomas Beecher, ancestor of the famous Beecher family in America, is also here.

Main Street extends to Somerville over Charlestown Neck. Somerville was once a part of Charlestown. Street and building improvements have caused the Neck to be much widened beyond its original limits, but one who desires to understand well the story of the Battle of Bunker Hill should visit the Neck. Across this narrow pass the British frigates stationed on Charles River kept cannon-shot constantly flying during all the day and night of June 17, 1775, and during the following day, until the hill their troops had captured had been well fortified against recapture. Through this cross-fire all American reinforcements marched to the hill, and, on the return,

the whole retreating army. Beyond the Neck, just within the limits of Somerville, and fronting Main Street, rose the hill long known as Mount Benedict. Here until within a few years were the ruins of a Catholic seminary, popularly called the "Nunnery," which was destroyed by a mob many years ago. The hill has been cut down in recent years.

The historical celebrity of the place relates, however, to the siege of Boston. The American troops retreating from Bunker Hill, went as far as Prospect Hill in Somerville. At that time Mount Benedict was called "Ploughed Hill." When Gen. Washington took command, the first important thing he did was to order troops to advance and fortify Ploughed Hill. This was done, and the British did not attack, except with cannon-balls. Thereafter the Americans could also rake Charlestown Neck.

On returning from the Neck the visitor may walk through streets at the rear of the City Hall Building in City Square, and look at the church on the site of the earliest church, and, further down, the State Prison buildings.

### ROUTE No. THIRTEEN.

#### JAMAICA PLAIN, WEST-ROXBURY DISTRICT.

By this route we "do" the most rural of the outlying districts of the city. Within it are elegant country estates and charming rural homes, and the walks about it are exceedingly pleasant. In this district, also, are the great Franklin Park, yet to be improved, but already

a most inviting place ; the Bussey Institution and Arnold Arboretum, connected with Harvard University ; and Forest-Hills Cemetery. The latter can best be reached by steam-cars over the Providence Division of the Old Colony Railroad ; and there are street-cars direct to Forest Hills, through the Roxbury District, and to Franklin Park by way of Oakland Garden, by the street-railway.

Street-cars for Jamaica Plain start from the Tremont House, Tremont Street, a short walk from our general starting-point (Scollay Square). The ride out is directly through Tremont Street and the South End.

At the Roxbury Crossing of the Providence Railroad, just beyond the Roxbury station, Tremont Street turns to the right. The Brookline cars here follow the line of Tremont Street, while the Jamaica-Plain cars continue almost straight ahead up Pynchon Street.

We are here in the midst of the breweries district. Over to the right, across the railroad-track, we can see the great Burkhardt and Vienna breweries. Burkhardt was one of the pioneer German beer brewers of Boston and vicinity. His brewery is the solid, substantial, stone structure. The Vienna brewery is of brick, and a more modern building.

As we enter Pynchon Street, we can see up Roxbury Street, on the left, Prang's extensive art-establishment, which we have already noticed in a previous route. Soon we pass, also on the left, the immense brewery of John Roessle—a fine structure of brick, with yards and out-buildings well-kept, all wearing an air of substantial

prosperity. Next to the Roessle brewery is that of Pfaff, and, beyond that, the Norfolk brewery. Across the way, at the right, on streets parallel with Pynchon Street, are the great Highland Springs and Burton breweries. Farther along, not to be seen from the car, but not a great distance beyond, is the Boylston brewery. Others are in this neighborhood.

At the left, up the hill, and through the trees, we can see the graceful Cochituate stand-pipe, which we visited in Route No. Eight.

At the junction of Pynchon and Centre Streets the car turns sharply to the right, passing over the bridge across the Providence Railroad along Center Street, and into Jamaica Plain of the West-Roxbury District.

If we choose to leave the car before turning into Centre Street, for a stroll, taking the next Jamaica-Plain car which comes along, we can walk down Amory Street, and into Codman Avenue at the left. In this neighborhood are the Notre Dame Academy, under the direction of the Sisters of Notre Dame (the convent on Berkeley Street, next the building of the Young Men's Christian Association, Back-Bay District, is the novitiate of the sisters) : and the New-England Hospital for Women and Children. The latter is a thoroughly equipped hospital, having the services of a medical staff composed entirely of educated and trained women physicians. It contains medical, surgical, and maternity wards, maintains a dispensary, and has a training-school for nurses, which has, for several years, been recognized as one of the best and most successful in the city. A large number of competent

nurses have been graduated from it. The hospital was established in 1862.

As the Jamaica-Plain car passes into the West-Roxbury District along Centre Street, we get many glimpses of pleasant views across the country on each side. The hill off to the right is Parker Hill. From Parker Hill one gets superb views of Boston, Cambridge, the harbor, and surroundings. On the hill is the Parker-Hill Reservoir. The large brick building is the Lowell school-house.

Centre Street soon turns sharply to the left; and we enter one of the most delightful of rural thoroughfares, broad and well kept, the walks lined with trees, and on each side of the roadway fine country estates.

The car continues along Centre Street to the junction of that street with South Street, and then it takes the line of the latter, Centre Street branching off to the right.

At the junction of these two streets is the Soldiers' Monument, and opposite that, on South Street, Curtis Hall, formerly the Town Hall. The monument is a granite structure, in the Gothic style, terminating in a pyramidal pedestal, on which stands the statue of a soldier in a thoughtful attitude, leaning on his gun. The monument was dedicated Sept. 14, 1871.

The car continues down South Street only a short distance, bringing up at the car-stables on the right. We must now walk a mile or so along South Street, bearing to the right, at the junction of Morton and Walk-Hill Streets, if we would visit the Bussey Institution and the



Arnold Arboretum, and enjoy one of the most charming parts of the outlying districts of the city. The Bussey-Institution building stands on high ground, commanding a superb view. This is the School of Agriculture and Horticulture (organized 1870), connected with Harvard College, established under trusts created by the will of the late Benjamin Bussey ; and the grounds where it is located were formerly a part of the Bussey estate. The Arnold Arboretum is a part of the Bussey Institution, and is the result of a bequest of a hundred thousand dollars from the late James Arnold of New Bedford, to establish a professorship of tree-culture. The Bussey estate, which is now in the possession of the university, comprises three hundred and sixty acres of great natural beauty. The Arnold Arboretum has now become a part of the magnificent chain of public parks from the Back-Bay Park, in the Back-Bay District of the city proper, to the charming Franklin Park, upon which work is progressing under the direction of the Park Commissioners.

Adjoining the grounds of the Bussey Institution is the Adams Nervine Asylum (first opened 1880), an institution designed to afford care and relief to debilitated and nervous persons who are not insane. It was founded by the late Seth Adams, who left property valued at half a million dollars for its establishment and maintenance.

The walk along South Street, which twists and turns beyond the Bussey Institution, is a delightful one, particularly in the summer-time. The scenery, with the noble estates in the neighborhood, has an English tone.

We can continue along the street to its junction with Washington Street (rather a long walk), returning on that highway to the Forest-Hills station, where we can take a return-car to the city proper by way of Forest Hills and Egleston Square, passing through the Roxbury District. Or we can retrace our steps back through South Street to the junction of Morton and Walk-Hill Streets, from which the Forest-Hills station on the Providence Railroad, and from which the Forest-Hills cars direct to the city proper start, is but a few steps. Or we can go all the way back South Street to the starting-place of the Jamaica-Plain cars, returning to the city proper by the route we took in going out. If we return by way of the Forest-Hills cars, we can reach the New-England Hospital for Women and Children on Codman Avenue more directly than by the Jamaica-Plain car. On the return by the Forest-Hills route, well down towards the turn by Warren Street, we will notice the extensive street-car stables at the corner of Washington and Bartlett Streets.

We can reach Jamaica Plain and the West-Roxbury District quicker by the steam-cars on the Providence Railroad than by the street-cars. If we take this way of going out, we might be able to spend more time in strolling about the place. One of the most charming of the many walks in this district is that around Jamaica Pond.

Franklin Park covers over 500 acres between Jamaica Plain and Dorchester, and is the largest member of the great system of parks now being constructed in a broad belt around the city. This park alone has cost over

\$2,125,000, and is visited by thousands of people every pleasant summer-day. The most highly finished section is around the Playstead and the Overlook, which are approached by the Egleston-Square street-cars, from Boston.

## ROUTE No. FOURTEEN.

### IN THE BRIGHTON DISTRICT AND BROOKLINE.

A feature of the Brighton District is Chestnut-Hill Reservoir and the parkways about it. This can be reached most directly by the Boston & Albany Railroad, station on Kneeland Street; and out over Beacon Street, the Mill Dam, and Beacon Street in the Brighton District, is one of the famous drives out of the city.

The Brighton street-cars pass out of the city from Bowdoin Square, and also from Park Square, near the Providence-Railroad station. By taking them at the former point, the passenger will cross the bridge to that part of Cambridge called Cambridgeport, diverging from Main Street, Cambridge, at Central Square. We shall find this short jaunt through the edge of Cambridge to be pleasant, especially if the day be warm; for in crossing the long bridge we get the refreshing breezes that come from the waters of Charles River. We cross the river at another point when we enter Brighton, this stream being the boundary. Just before reaching this second bridge we may observe on the right the great printing-establishment of the "Riverside Press," the imprint of which is familiar to readers of books in all parts of the land.

Soon after getting upon the Brighton side of the river may be seen the Beacon-Park race-course. Not much of it is, indeed, visible from the cars, because of the high board-fence. This is of itself a proof of the favor which the course has on the part of lovers of swift horses, and what ambitious climbing some of them are capable of to get a view from the fence-top, or to enter the grounds without paying. The height of the fence, while a little in excess, is indicative of the intensity of this ambition.

Next we come to the comparatively modern village of Allston, which seems to have surpassed the ancient hamlet and business-centre of Brighton in respect to the number of residences that closely stud the wayside and adjoining territory. At Allston is one terminus of the famous "mile-ground," mentioned above as one of the popular pleasure-drives of the city.

About a mile beyond Allston we come to Brighton Centre. Here, on "market-days," is a scene of great bustle and business, when the talk is wholly of kine, sheep, and horses.

At a point a half-mile beyond this the street-railway ends at Oak Square. A short and pleasant walk from this point will bring us to the top of Bigelow Hill, whence extensive views of the surrounding country may be had.

From this point, if one would see the main features of Brighton, he should walk down Faneuil Street to the abattoir, or general slaughter-house, of the famous Brighton Cattle-Market. Not every visitor, of course, will be interested in such an establishment but one who

# FURNISHING GOODS DEPARTMENT.

GENTLEMEN ARE INVITED TO EXAMINE OUR STOCK IN THIS DEPARTMENT, WHERE ALL GOODS ARE OF THE BEST GRADES, AND MARKED AT REASONABLE PRICES.

## THE MACINTOSH WATERPROOFS FOR LADIES AND GENTLEMEN.

### SUMMER BATH WRAPS and BATHING GARMENTS.

BLAZERS, OR TENNIS COATS, OUR OWN MAKE.

SCOTCH TRAVELING RUGS.

SMOKING JACKETS AND DRESSING GOWNS.

PLAIN AND FANCY FLANNEL SHIRTS FOR TOURISTS  
AND TRAVELLERS, OUR OWN MAKE.

### WHITE SHIRTS IN STOCK, *Or made to measure.*

### WALKING AND DRIVING GLOVES.

ALSO FULL LINES OF HOSIERY,  
UNDERWEAR AND NECKWEAR,  
UMBRELLAS, ETC., ETC.

Goods received for Rogers' Laundry, expressed to Troy by night,  
and returned in two days.

MACULLAR, PARKER & COMPANY,  
400 WASHINGTON ST.

is will find all the latest improvements and devices for carrying on rapidly and skilfully the work of the shambles, and for disposing of refuse in strict conformity to the most approved sanitary regulations.

A street-car coming from the direction of Old Cambridge will enable us to take passage from near the abattoir to Brighton Centre. Thence we may direct our steps through Chestnut-Hill Avenue to the famous Chestnut-Hill Reservoir, distant a little less than a mile ; or we may take the street leading to that part of Brookline where the famous Corey Hill is situated, also about a mile. This hill is doubtless the best outlook or point of observation near Boston ; and, from its summit, one may get a comprehensive, and, over a considerable part of it, a bird's-eye, view of Boston and the most interesting of its environs.

## ROUTE No. FIFTEEN

### BROOKLINE AND CHESTNUT HILL.

The ride by electric cars to Chestnut Hill is, taking it for all in all, the pleasantest excursion into the western suburbs of the city. The cars leave the Tremont House and follow Tremont Street to the end of the Common, and then go up Boylston Street, along the Common and Public Garden, past Trinity Church and the Museum of Fine Arts and the new Public Library, and through some of the pleasant parts of the Back Bay. A brief run down West Chester Park shows the noble Norseman statue, at the crossing of Commonwealth Avenue, and

then the great new Harvard bridge is seen, leading across the Charles River to Cambridge. Near this fine pontifical work the car swings around into the famous and classic Beacon Street, and the Charles River soon opens away on the right, and the unique park of the Back-Bay Fens on the left. The fastest horses and handsomest equipages in Massachusetts may be seen on the next mile or so of road. Beyond the lowlands, the car enters the wealthy and aristocratic old town of Brookline, the most fashionable suburb of Boston, and greatly developed of late years by enterprising land companies. Near the entrance to Brookline, just to the left of the track, is the idyllic village of Longwood, with its patrician houses grouped around the Episcopal Church of Our Savior. Beacon Street runs on over hill and dale for miles, beautifully laid out with parkways, and trees, and lawns, and with an imperial width, as recently reconstructed by the West-End Land Company. This noble avenue is generally known as the Boulevard, and will in time become the finest street in New England. On arriving at Chestnut Hill, there is much of interest to see in the handsome driveway around the reservoir, the luxurious estates on its borders, and the colossal mechanism of the pumping-works. A short distance beyond, Beacon Street enters the rural city of Newton, and reaches the village of Newton Centre, where dwells the author of "My Country, 'tis of Thee."

Another electric line leads from the Boulevard through Harvard Street to Allston and Brighton.

## ROUTE NO. SIXTEEN.

## CAMBRIDGE AND HARVARD UNIVERSITY.

These most interesting localities are reached by street-cars from Bowdoin Square or Park Square, every few minutes. The ride to Harvard takes about half an hour, and part of the route leads over the long bridge crossing the Charles River, with pleasant views of the patrician Back-Bay quarter on the left, across the water. Harvard College was founded in 1636, by vote of the Massachusetts-Bay Legislature; and in 1638 received a bequest of £700 and a library, from John Harvard, a young clergyman just arrived in the colony. It now has a vast property, with 261 instructors, and officers, and 2,079 students, in schools of arts, science, law, divinity, medicine, dentistry, veterinary medicine and agriculture.

Massachusetts Hall, built in 1720, served as a barrack for American soldiers in the Revolution, and was changed in 1870 from a dormitory to examination and alumni halls. Harvard Hall, dating from 1765, has lecture-rooms and a botanical cabinet. Hollis (built 1763), Stoughton (1805), and Holworthy (1812) Halls are occupied by students' rooms. Holden Chapel (1744), pertains to the department of elocution. Thayer (built in 1870), Weld (1872), Matthews (1872), Grays (1863), and Sever (1880) Halls are handsome dormitories. The white-granite University Hall (1815), has the offices of the University. Wadsworth House (1726), was for 123 years the home of the president of Harvard, and at one time served as Washington's head-quarters. The granite

Boylston Hall contains laboratories and mineralogical cabinets (open to visitors). Gore Hall, a quaint Gothic building, has the University library, of 240,000 volumes, with many rare literary curiosities (open to visitors). Appleton Chapel is the scene of the morning prayers and University sermons. The grandest of all this group of buildings is Memorial Hall, built in 1874, to commemorate the 95 Harvard men who fell in defence of the Union, and bearing their names on marble tablets in its great transep<sup>t</sup>. Thence opens the magnificent dining-hall, where 700 students get their meals, surrounded by memorial stained-windows and portraits and busts of eminent men, by the foremost American artists. On the other side of the transept is the Sanders Theatre, devoted to lectures and concerts, and the class-day and commencement exercises. Memorial Hall is crowned by a huge tower, 190 feet high, and visible for many miles. Near the Hall is an ideal bronze statue of John Harvard. Not far away is Divinity Hall, the home of the theological school; the great building of the Peabody Museum of American Archaeology and Ethnology, with its unrivalled collections; the Museum of Comparative Zoölogy; the Jefferson Physical Laboratory; the Lawrence Scientific School; the beautiful Hemenway Gymnasium; and the home of the Law-School, Austin Hall, a noble structure of sandstone. There are many other buildings connected with the University; and within a short distance are the Botanic Garden and the Astronomical Observatory. On Brattle Street, beyond the University Press and the charming quadrangle of the

Episcopal Theological School, is the famous house for a long season used by Gen. Washington as his head-quarters, and later for many years the home of the poet Longfellow. Further out on the same street is Elmwood, the home of James Russell Lowell. Cambridge Common adjoins the College grounds, and contains the Soldiers' Monument and several trophy cannon won from the British ; and on one side is the ancient tree under whose branches Washington took command of the American Armies. Elsewhere in Cambridge there are many interesting churches and public buildings, and the homes of eminent scholars.

### THE SUBURBS.

Many very interesting short trips may be made from Boston, to the pleasant and historic old towns in the neighborhood. The Eastern Division of the Boston & Maine Railroad leads in half an hour to Lynn, famous for its shoe-factories, and Salem, the home of the old East-India trade and the scene of much of Hawthorne's life and work. By this route, also, we may visit the famous beaches of Nahant and Swampscott, or follow the coast farther around to the Beverly and Magnolia shores, and the beaches about Gloucester and Cape Ann. Nearer at hand on this line, almost in the environs of Boston, is quaint old Chelsea, with the long beach at Revere. The Massachusetts Soldiers' Home is a noble institution on the heights over Chelsea.

From the Lowell station we may visit Concord and Lexington, the scenes of the earliest battles of the

Revolution, and see the old homes and graves of Hawthorne, Emerson, and Thoreau, at Concord.

The Albany Railroad leads to the garden-city of Newton, with its cluster of beautiful villages (see King's illustrated *Handbook of Newton*). Just beyond is Wellesley, the seat of the great college for girls. The Providence Road leads to the ancient shire-town of Dedham, among the silvery windings of the upper Charles River; and to the summer-resort at Sharon. The Old-Colony line crosses venerable Dorchester to Quincy, the home of the Adamses, and reaches the popular sea-side resorts in Hingham, Cohasset, and Scituate; Marshfield, the home of Daniel Webster; Duxbury, where Miles Standish dwelt and his lofty monumental tower is seen; and Plymouth, the landing-place of the Pilgrims. These localities are described in Sweetser's *New England*.

## DOWN THE HARBOR.

All summer long a fleet of steamboats plies between Boston and the villages and beaches on and near its beautiful and historic harbor, Hingham, Hull, Nantasket Beach and Nahant. The trip down to the sea-side and back may be made in two hours, and is very refreshing and interesting. The route passes the great docks at South Boston and East Boston; Fort Independence, the oldest virgin fortress in the world (now un-garrisoned); Fort Winthrop, the strongest defence of

the Puritan City, (guarded only by a sergeant); Fort Warren, near the harbor-mouth, with a garrison of Federal artillerists; and several other islands occupied by light-houses, hospitals, and municipal and National institutions. The legends, poetry, and descriptions of these localities are set forth in King's illustrated *Hand-book of Boston Harbor*, the best memento of this profoundly interesting summer-day's journey. Passing the lower fort at sunset, we may see its garrison-flag sink downward from the staff, and hear the sunset-gun and the song of the bugles, and in a moment we are back in Virginia or Tennessee, "Tenting on the old Camp-ground."

## HACK AND CAB FARES,

AS REGULATED BY THE CITY ORDINANCES.

The rates of fares for public carriages of all descriptions, including hacks, cabs, hackney-coaches, coupés, etc., are strictly regulated by city ordinance; and an official copy of these regulations is directed, by law, to be kept in every such carriage, in a position where the passenger can read it for his information.

This official copy, which is of considerable length, states the whole case as concisely, doubtless, as it can be phrased; yet it requires some knowledge of the geography of the city to apprehend all the points — that is, all the permissions and restrictions which these regulations provide.

In general it may be said, that the whole area of the city is divided into districts ; namely, the City Proper, Roxbury, West Roxbury, East Boston, South Boston, Charlestown, Dorchester, and Brighton.

The fare for a single passenger, between six A. M. and midnight, from one point to another in the city proper, is 50 cents in a hack, or 25 cents in a herdic ; from one point to another in East Boston, in South Boston, in Charlestown, or in Roxbury, it is the same ; and for each additional passenger the price is 50 cents in a hack.

In Dorchester, West Roxbury, and Brighton, for a single passenger, it is \$1 ; and for two or more passengers, 50 cents each.

Between midnight and six A. M., 50 cents may be added to the regular fare in all cases.

In coming from one district to another, the rates vary ; and it is these variations, mainly, that give length to the code of regulations, as officially printed. It will be well for the stranger, in going from district to district, therefore, to make the price distinctly understood with the hackman, or other driver, before starting ; as some of these inter-district rates may seem to be high.

The driver is forbidden, by ordinance, to make a special bargain or contract with a passenger for more than the authorized rates ; though he may do so for less.

For children between four and twelve years old, half the regular fare is allowed in all cases.

No charge for one trunk is permitted, but 25 cents for each additional one is allowed.

There is another "quirk" which the stranger may well keep in mind, and that is the cab-fares.

Within the city proper these are, by the cab-card, 25 cents for each passenger; and, in general, they are less than the hack-fares to all points.

There are four varieties of cabs, popularly known as Herdics, Standards, Gurneys, and Crystals.

The "Herdics" are cabs run by the Herdic Phaeton Company. A part of these cabs are run twelve hours, and a part twenty hours, each day. There are numerous Herdic-cab stands in the city, located in the central and busiest parts; Herdics can also be called from the streets, if not engaged, or by telephone, or otherwise, from the company's office, No. 35 Congress Street. 25 cents extra is charged between 12 midnight and 6 A. M.

The Boston Cab Company have a great number of cabs, landaus, broughams, coupés, and Victorias. Their drivers wear a uniform of dark-green coachmen's coats and silk hats, with white rubber coats and hats for rainy weather. Their rates for shopping, calling, etc., are \$1 an hour for one-horse conveyances, \$1.50 for two-horse conveyances (\$1 for each hour after the first); \$1 for coupé for one or two persons to the theatre and return; \$5 for two hours' pleasure-driving with a two-horse landau or Victoria (\$1.50 each subsequent hour); \$4 for two hours (and \$1 for each subsequent hour) for one-horse Victorias, for pleasure-driving. The fare for each passenger from any railway-station as far as to Chester Square is fifty (50) cents, ordinary baggage included. The same rates are charged between any two points between Chester Square

on the south and the harbor and Charles River on the north, west and east. New carriages are being added ; and their new stable on West-Chester Park, corner Newbury Street, is well worthy of a visit. The whole of the Boston Cab Company's service is capitally organized and directed.

The Armstrong Transfer messengers are found on all through trains arriving in Boston, and afford the best of facilities for the safe and speedy delivery of baggage to hotels, offices, or residences, or for getting baggage at houses, and delivering it at the railway stations or elsewhere. The office is at 42 Summer Street.

The Boston Parcel delivery collects parcels left at the Armstrong Transfer, or Boston Cab Company's offices, and on the payment of ten cents each (twelve for \$1), delivers them in any part of the city proper (four deliveries daily).

## PLACES OF AMUSEMENT.

**BOSTON MUSEUM.**—18 and 28 Tremont Street. General admission, 35 cents. Reserved seats, 75 cents and \$1.

**BOSTON THEATRE.**—539 Washington Street. Admission, 50 cents. Reserved seats, 75 cts., \$1, and \$1.50.

**CYCLORAMA OF GETTYSBURG.**—541 Tremont Street. 50 cents. 9 A. M. to 10 P. M.

**GAIETY MUSÉE AND BIJOU THEATRE.**—545 Washington Street. Performances all day and evening. Admission, 10 cents. Reserved seats, 5, 10, and 15 cents.

GLOBE THEATRE.—598 Washington Street. General admission, 50 cents. Reserved seats, 50 cts., 75 cts., \$1, and \$1.50.

GRAND OPERA HOUSE.—Washington Street, above Dover. Admission, 30 cents. Reserved seats, 50 and 75 cents.

HOLLIS-STREET THEATRE.—On Hollis Street. Admission, 50 cents. Reserved seats, 75 cents, \$1, and \$1.50.

HOWARD ATHENÆUM.—34 Howard Street. General admission, 10 cents to the gallery ; 50 cents to other parts of the house. Reserved seats, 25, 35, and 75 cts., and \$1.

MUSEUMS.—The "dime museums" are *Austin & Stone's*, on Tremont Row ; *Grand Dime*, Washington, corner Dover ; *World*, Washington, above Boylston.

MUSIC-HALL PROMENADES.—Evening concerts in summer season. Music Hall, 15 Winter Street. Admission, 25 cents. Reserved seats, 50 cents

OAKLAND GARDEN.—Blue-Hill Avenue, Roxbury district. Performances in the garden-theatre during the summer season. In 1890, "The Fall of Babylon."

PARK THEATRE.—619 Washington Street. Admission, 50 cents. Reserved seats, 75 cents, \$1, and \$1.50.

TREMONT THEATRE.—Tremont Street, near Boylston. Reserved seats, 75 cents, \$1, and \$1.50.

BOSTON BASE-BALL GROUNDS (League).—Entrance, 50 cents ; grand stand, 75 cents.

BOSTON BASE-BALL GROUNDS (Brotherhood).—Congress Street, South-Boston flats.

# JUVENILE DEPARTMENT.

Ladies in city and country are invited to our New Department for the sale of elegant Ready-made Clothing for children, boys, and youths. We also keep a full line of Furnishing Goods for juveniles. Everything made to our order, and guaranteed first-class. A liberal portion of our great hall at 400 Washington Street has been set apart for the reception of customers in this branch, and provided with dressing rooms, large mirrors, and all other needed conveniences. This department has been placed in charge of Mr. J. E. LEAVITT.

**MACULLAR, PARKER & COMPANY,**  
400 WASHINGTON ST.

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**PERFECT-FITTING SHIRTS**  
**MADE TO MEASURE.**

The same careful attention is paid to cutting and making shirts in our Furnishing Goods Department that we give to orders in other departments of manufacture.

**MACULLAR, PARKER & COMPANY,**  
400 WASHINGTON ST.

## PROMINENT PUBLIC HALLS,

BEING POPULAR NAMES AND LOCATIONS.

ASSOCIATION.—Y. M. C. A., Boylston Street.

BUMSTEAD.—15 Winter Street (Music-hall building).

CHICKERING.—Tremont Street (Chickering's Building).

CURTIS.—Centre Street (Jamaica Plain).

FANEUIL.—Faneuil-hall Square.

HAWTHORNE — Park Street.

HORTICULTURAL.—100 Tremont Street.

HUNTINGTON.—Boylston Street (Institute of Technology Building).

INVESTIGATOR.—Appleton St. (Paine Memorial Building).

MAVERICK.—Maverick Square (East Boston).

MECHANICS HALL.—Huntington Avenue, corner West Newton Street.

MEIONAON.—78 Tremont St. (Tremont-Temple).

MONUMENT.—Hancock Square (Charlestown District).

MUSIC.—15 Winter Street.

ODD FELLOWS'.—Tremont, corner Berkeley Street.

PAINE MEMORIAL.—Appleton, near Tremont Street.

PAPANTI.—23 Tremont Street.

PARKER MEMORIAL.—Berkeley, corner Appleton Street.

PILGRIM.—Somerset Street (Congregational House).

STEINERT.—Corner of Tremont and Boylston Streets.

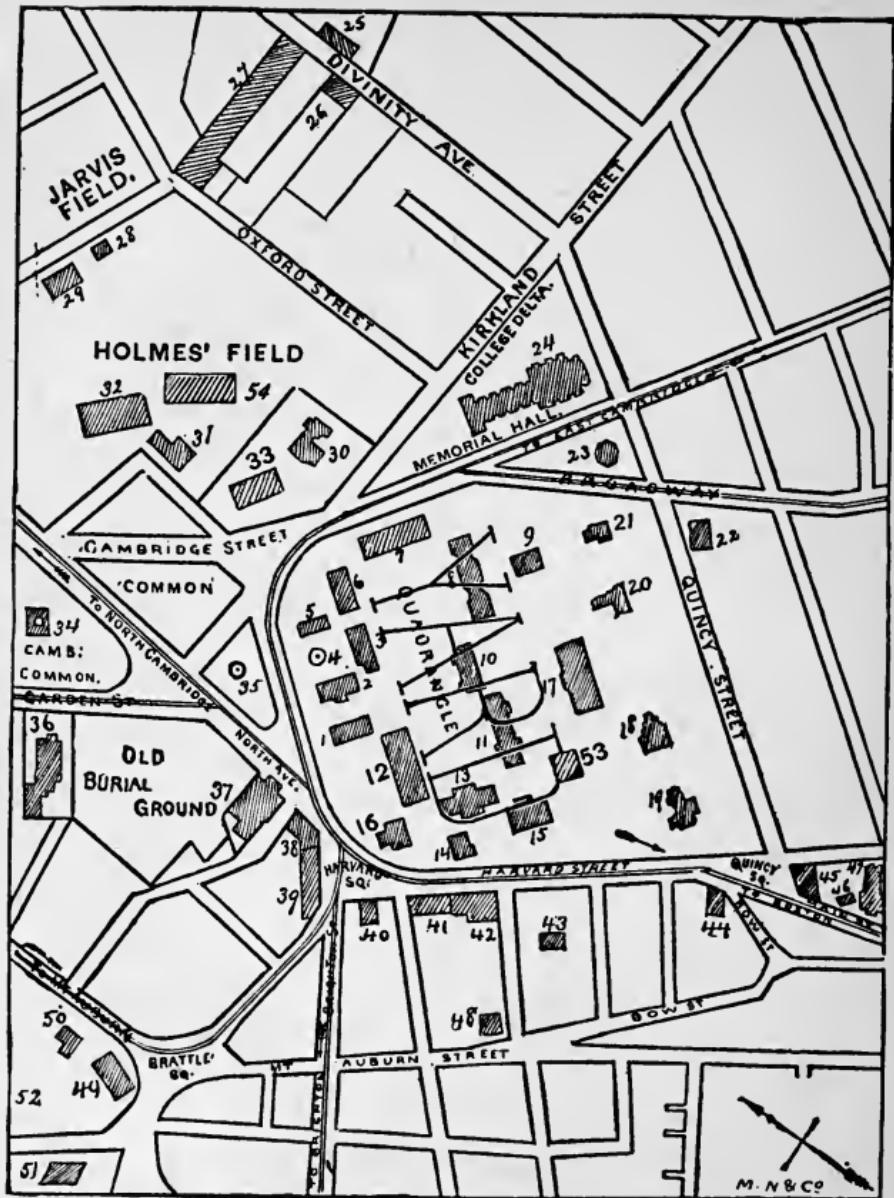
TREMONT TEMPLE.—82 Tremont Street.

UNION.—18 Boylston Street.

WESLEYAN.—26 Bromfield Street (Wesleyan Building).

WINTHROP.—Upham's Corner, Dorchester.

EXHIBITION HALLS: Massachusetts Charitable Mechanics Association Building — Huntington Avenue.



PLAN OF HARVARD COLLEGE YARD AND VICINITY.

FOR EXPLANATION OF FIGURES, SEE LIST OF COLLEGE BUILDINGS, ETC.

## LEADING HOTELS.

ADAMS.—553 Washington Street. European plan.

AMERICAN.—56 Hanover Street. American.

BOSTON TAVERN.—347 Washington Street. European.

BRUNSWICK.—Boylston, corner Clarendon (Back-Bay District). American.

CLARENDON.—523 Tremont Street. American.

CRAWFORD.—83 Court Street. European.

FLOWER.—417 Columbus Avenue.

LANGHAM.—1697 Washington Street. American.

NORFOLK.—Eliot Square, Roxbury. American.

PARKER.—60 School Street. European.

QUINCY.—1 Brattle Square. American.

REVERE.—Bowdoin Square. American.

REYNOLDS.—623 Washington Street. European.

THORNDIKE.—92 Boylston Street. European.

TREMONT.—Tremont, corner Beacon Street. American.

UNITED STATES.—Beach, corner Lincoln Street. American.

VENDOME.—Commonwealth Avenue, corner Dartmouth Street (Back-Bay District). American.

VICTORIA.—Dartmouth, corner Newbury Street. European

VIETH'S.—245 Tremont Street. European.

## RAILWAY STATIONS.

BOSTON & ALBANY.—Kneeland Street.

BOSTON & MAINE.—Haymarket Square.

BOSTON, REVERE-BEACH & LYNN.—340 Atlantic Avenue.

PROVIDENCE.—Park Square and Columbus Avenue.

EASTERN DIVISION, BOSTON & MAINE RAILROAD.—110 Causeway Street.

FITCHBURG.—152 Causeway Street.

LOWELL.—92 Causeway Street.

NEW-YORK & NEW-ENGLAND.—Atlantic Avenue, foot of Summer Street.

OLD COLONY.—Kneeland, corner South Street.

## FERRIES.

CHELSEA.—Starts from Atlantic Avenue, foot of Hanover Street.

EAST-BOSTON NORTH FERRY.—From Atlantic Avenue, foot of Battery Street.

EAST-BOSTON SOUTH FERRY.—From Atlantic Avenue, foot of Fleet Street.

EAST-BOSTON, REVERE-BEACH, AND LYNN RAILROAD FERRY.—340 Atlantic Avenue.

## STATUES.

ADAMS, SAMUEL.—Adams Square. By Miss Anne Whitney.

ANDREW, JOHN A.—Doric Hall (State House). Thomas Ball.

ARISTIDES.—Louisburg Square.

CASS, COL.—Public Garden.

COLUMBUS.—Louisburg Square.

ERICSSON, LEIF.—Commonwealth Ave. Anne Whitney.

EVERETT, EDWARD.—Public Garden. W. W. Story.

FRANKLIN, BENJAMIN.—City-Hall yard. R. S. Greenough.

GARRISON, WILLIAM LLOYD.—Commonwealth Avenue. Olin L. Warner.

GLOVER, GEN. JOHN.—Commonwealth Avenue. Martin Milmore.

HAMILTON, ALEXANDER.—Commonwealth Avenue. Dr. William Rimmer.

LINCOLN (Emancipation group).—Park Square. Thomas Ball.

MANN, HORACE.—State-House yard. Miss Emma Stebbins.

PREScott, COL. WILLIAM.—Bunker-Hill Monument Grounds. W. W. Story.

QUINCY, JOSIAH.—City-Hall yard. Thomas Ball.

SUMNER, CHARLES.—Public Garden. Thomas Ball.

WASHINGTON (equestrian statue).—Public Garden. Thos. Ball.

WASHINGTON.—Doric Hall (State House). Chantrey.

WEBSTER, DANIEL.—State-House yard. Hiram Powers.

WINTHROP.—Scollay Square. Richard S. Greenough.

## MONUMENTS.

ARMY AND NAVY.—Common. By Martin Milmore.

BUNKER-HILL.—Breed's Hill (Charlestown District).  
Solomon Willard.

BRIGHTON SOLDIERS'.—Evergreen Cemetery (Brighton District).

CHARLESTOWN SOLDIERS'.—Winthrop Square (Charlestown District). Martin Milmore.

DORCHESTER SOLDIERS'.—Meeting-house Hill (Dorchester District). Benjamin F. Dwight.

ETHER.—Public Garden. J. Q. A. Ward.

HARVARD (in memory of John Harvard).—Old Burying-ground, Phipps Street (Charlestown District).

ROXBURY SOLDIERS'.—Forest-Hills Cemetery. Martin Milmore.

WEST-ROXBURY SOLDIERS'.—Junction Centre and South Streets (Jamaica Plain). W. W. Lummis.

BOSTON MASSACRE.—Tremont-Street Mall (Boston Common.)

## MAIL REGULATIONS.

### THE POST OFFICE, ITS BRANCHES, ETC.

The number of towns and cities in New England for which Boston is a centre of mail distribution is so great, that any condensed statement of the hour of mail-closing in the city is impossible. Where but one mail a day is forwarded, the closing hour is, in almost all cases, in the

early morning,—7 A. M., or earlier. The exceptions are of obscure and remote towns, but every town of importance has forwarded to it a morning mail. The majority of them have also an afternoon mail, and some two or three afternoon mails.

The central, or general, post-office has entrances on Devonshire, Water, and Milk Streets. The South-End post-office (officially Station A) is at corner Washington and East Concord Streets. The Roxbury post-office is at No. 49 Warren Street. West Roxbury has three post-offices: one on Green Street, opposite the Jamaica-Plain railroad-station; one at Centre Street, opposite Park Street; and a third at Roslindale railroad-station, corner of Ashland and Florence Streets. The East-Boston post-office is in Maverick Square. Charlestown, at No. 23 Main Street. South Boston, at No. 474 Broadway. Brighton, at Brighton Centre. Dorchester has two post-offices,—at Field's Corner, and Mattapan.

## A CARD.

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The following sketch appeared in the *Somerville Journal* a few years ago, and with the necessary alteration of a few figures to bring it up to date we reproduce it in these pages as being, on the whole, a fair pen-picture of our shops and their inmates in working order at this time. As we began forty-one years ago, so we have continued, and so we propose to go on as long as we remain in business. In face of the competition that distinguishes the sharp business methods of to-day, the publication of some such statements as this article contains is due to us as business men of such long standing. In thus taking the public behind the scenes, as it were, we hope not to be misunderstood. We ask for appreciation, but not for praise ; and those who know our goods and our house best will admit that we have claims to recognition on the lines of equitable dealing with our helpers as well as with our customers, and that we may rightfully assert those claims by a fair presentation of our business methods. In no other way can we state and explain our position as manufacturers of high-grade ready-made clothing, which we must sell at a price in some degree commensurate with its cost.

When the article first appeared, it was extensively copied by the press, and made its impression accordingly. It put us right with the public at that time. We

make no apology for its appearance now, and invite all people interested in the welfare of wage-workers to read it and then inspect the premises it describes, and form their own conclusions.

MACULLAR, PARKER & COMPANY.

Boston, June, 1890.

## WOMEN IN WORKSHOPS.

AN INDUSTRIAL SKETCH.

Some fifty years ago the conditions and surroundings of the Lowell factory girls excited the attention of no less a personage than Charles Dickens. Among the evidences of their material prosperity, as well as of their intellectual development, was the publication by themselves of a handsomely-printed magazine called *The Lowell Offering*, and it was not then and is not now a matter of surprise that the great English author and philanthropist—with his vivid memory of the pale and haggard faces of shop and mill-girls he had left at home—should express in terms of admiration his views of the healthy and tidy young women, who not only supported a fairly good literary monthly by their subscriptions, but who also furnished from their own ranks the writers for its columns; and all this, too, in many cases, while paying off a mortgage on the distant homestead where first they saw the light of day or adding monthly to a satisfactory bank account. But this ideal state of affairs did not, and from the nature of things in this wide, wide

world of sharp and cruel competition, could not endure many years on any very broad and extended basis. The hopes that Dickens and others felt and expressed for the permanency and spread of this phenomenal prosperity, have failed of realization. A senseless craze for goods nominally cheap and correspondingly inferior soon demoralized buyers and manufacturers and markets, and the inevitable corollary of "hard times" and "dull seasons" followed in due course. It was only a question of time. It is safe to say that very few shop or factory operatives of the gentler sex now write for magazines or have surplus funds to lend to anybody.

But fortunately there are lights as well as shadows in every picture. There are yet some manufacturing establishments that revive the more agreeable reminiscences of old times. Their rare example justifies us in furnishing a description of one of them, the founders of which, like the Lowell factory managers of fifty years since, believe in and practice the adage of "Live and Let Live." The house of

MACULLAR, PARKER AND COMPANY

has on its pay-rolls this week the names of 577 employes. We are indebted to the foremen and forewomen of the different departments for the figures given. Of this number two-thirds are women workers, trained to the needle, and specialists in some one or another of the different branches of the tailoring trade. They are swift and skillful, and easily take first rank in all matters of needle-work requiring taste and quick expedition. These

female operatives occupy five different halls or shops, the two larger of which are 100 x 45 feet each. The others are about one-half this size, respectively. In entering these shops we failed to detect any signs of imperfect ventilation. The air was as pure as is practicable within city walls, as whatever appliances would tend to secure frequent atmospheric changes had been devised by the architect and supplied by the builder, who were given *carte blanche* as to time and money in their efforts to secure a model building on modern sanitary lines. The area of surface devoted to admitting light is ample, also, and there is not a dark or shaded corner where the workers sit. In these two important, but often neglected matters of ventilation and light, we note a great contrast to many other establishments ; and, in our estimation, these employes will have length added to their days of life from breathing the fresh air and enjoying the sunlight that floods in so freely through openings in walls and roof. One of the two passenger elevators is reserved for their accommodation, and was, we noticed, pretty generally used at the dinner hour by such as went out at that time ; but many who reside outside of city limits find means to secure a dinner without leaving the building. No difficulties beset the tea-maker ; and the facilities for roasting potatoes, as well as for the transaction of other minor jobs of cookery, are co-extensive with the niches or ovens for heating the pressing irons. Many of the tea-drinkers that we observed would, in point of personal appearance and attractions, probably far outrank Mrs. Crupp, the lady who presided at David

Copperfield's table. It will be remembered that Mrs. Betsey Trotwood, among other reasons for criticism, did not like her style of "pouring out." We, having had no opportunity to accept an invitation from the devotees of Bohea or Oolong who form the subject of this sketch, can give no opinion as to the quality of their beverage or the graces displayed in its dispensation ; but doubtless everything was up to the Trotwoodian standard. To all appearances these impromptu lunches were heartily enjoyed, and everything about them was as neat and nice as though they were served at home. Everything about the shops is on a generous scale for the daily indoor needs of self-respecting and intelligent women. Let the reader imagine a hall with an area of 4,500 feet, with a height of 16 feet, where perhaps one hundred sempstresses are seated at work, each with an ample margin of space, and no disagreeable sights or sounds to offend her sense of propriety and taste. Everything goes on like clockwork from morning till night. Prompt weekly payments, reasonable hours of labor, strict observance of holidays without impairment of salary, and satisfactory wages are, with such a house, a matter of course. Then imagine three other departments of the same general character ; and these in addition to one other special apartment, where the appointments must be strictly in keeping with the character of the work there performed, — where twenty-five young women, selected for capacity above the average, are employed year in and year out in making the elegant summer vests, prescribed by fashion and comfort for hot weather wear, and thus handling

fabrics that must not be touched by fingers soiled in the least, and turning out work that is as nice and choice as any required by the *modistes* of Paris. Imagine all that can be implied in the condition of a little commonwealth of cheerful and contented working women, and then visit the shops we are describing for a realization of your thoughts.

Each one of these needle workers has her station and rank, and the force is divided off into fitters, basters, stitchers, collar-makers, pocket-makers, edge-makers, button-hole makers, press-women (for white vests only), inspectors, finishers, forwarders, etc., etc., each garment passing through some fourteen different hands before it is pronounced ready for the salesroom. This division and sub-division of labor makes the work comparatively easy and less perplexing, and no one is asked to go outside of the specialty for which she is trained. Any garment or part of a garment can be traced to the person at work upon it in a moment. There are bookkeepers in every room, and they charge the job to one and to another, as it approaches completion. They never fail to account for every inch of cloth that comes from the cutters' department. The services of thirty button-hole makers are often required, and at some seasons more are taken on for a few weeks. We may mention, in passing, that 179 men are employed by the firm in all departments. One of the cutters has remained thirty-eight years; others have worked almost as many, and long service is the rule which has very few exceptions throughout the building. It would seem that the founders of this house,

who have given direction to its business for more than forty years, and the younger element taken into the firm from time to time by promotion from the different departments, are quietly and effectually illustrating that much can be done to elevate the condition of women who work for wages. To stand between these women and the fluctuations of trade—in hard times and dull seasons—is the point aimed at and attained.

We have been told of acts of special kindness to individuals—of pensions to veterans who have passed their hour of usefulness; but of these we may not make further mention. Placed in a position to hear the truth from the recipients themselves, we have felt justified in thus simply outlining as much of their experience as appears in this concluding paragraph. Beyond this we dare not go.

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### SPECIAL TRIPS TO HISTORIC LANDMARKS.

A visit to Boston and its immediate vicinity is an "object lesson" in New-England history and American literature. The ample pages thus opened to the stranger within our gates is not only "rich with the spoils of time," but is also accessible with comparatively little expenditure of trouble or money. In this view, and for the special information and use of tourists from other States, we append a carefully-arranged itinerary of places of interest, prefaced with the statement that if any or all of the following books can be read in advance, the

value of the excursions thus mapped out will be much increased :—

King's Hand-books of Boston and of Boston Harbor, Drake's "Old Landmarks of Boston," Scudder's "Boston Town," Drake's "Around the Hub," Hawthorne's "True Stories from History and Biography," Dictionary of Boston, compiled by Edwin M. Bacon, Memorial History of Boston, Frothingham's "History of the Siege of Boston."

ITINERARY FOR FIRST DAY,

Faneuil Hall, the Old State House, the Old North and the Old South Churches, the Province House, Old Corner Bookstore, King's Chapel, Massachusetts Historical Rooms, State House, Common, Public Garden, Public Library, Art Museum, Institute of Technology, Natural History Rooms, Statues of Historic Characters on Commonwealth Avenue.

SECOND DAY.

Bunker Hill, Charlestown Neck, Navy Yard, Harvard College, Washington Elm, homes of Longfellow, Lowell, and Agassiz, Birthplace of Holmes, returning through Brookline, Arnold Arboretum in Jamaica Plain, and Dorchester, to Dorchester Heights in South Boston.

THIRD DAY.

Lexington and Concord. In Lexington the Battle Ground, the Old Clark House (where Hancock and Adams were secreted), the Buckman Tavern (still holding in sight the British bullets), the Historical Collection, and the Massachusetts Centennial Building. In Concord: The Bridge where "was fired the shot heard round the world," the homes of Emerson, Hawthorne, Thoreau, and Alcott.



BOSTON IN 1722: THE FIRST MAP.

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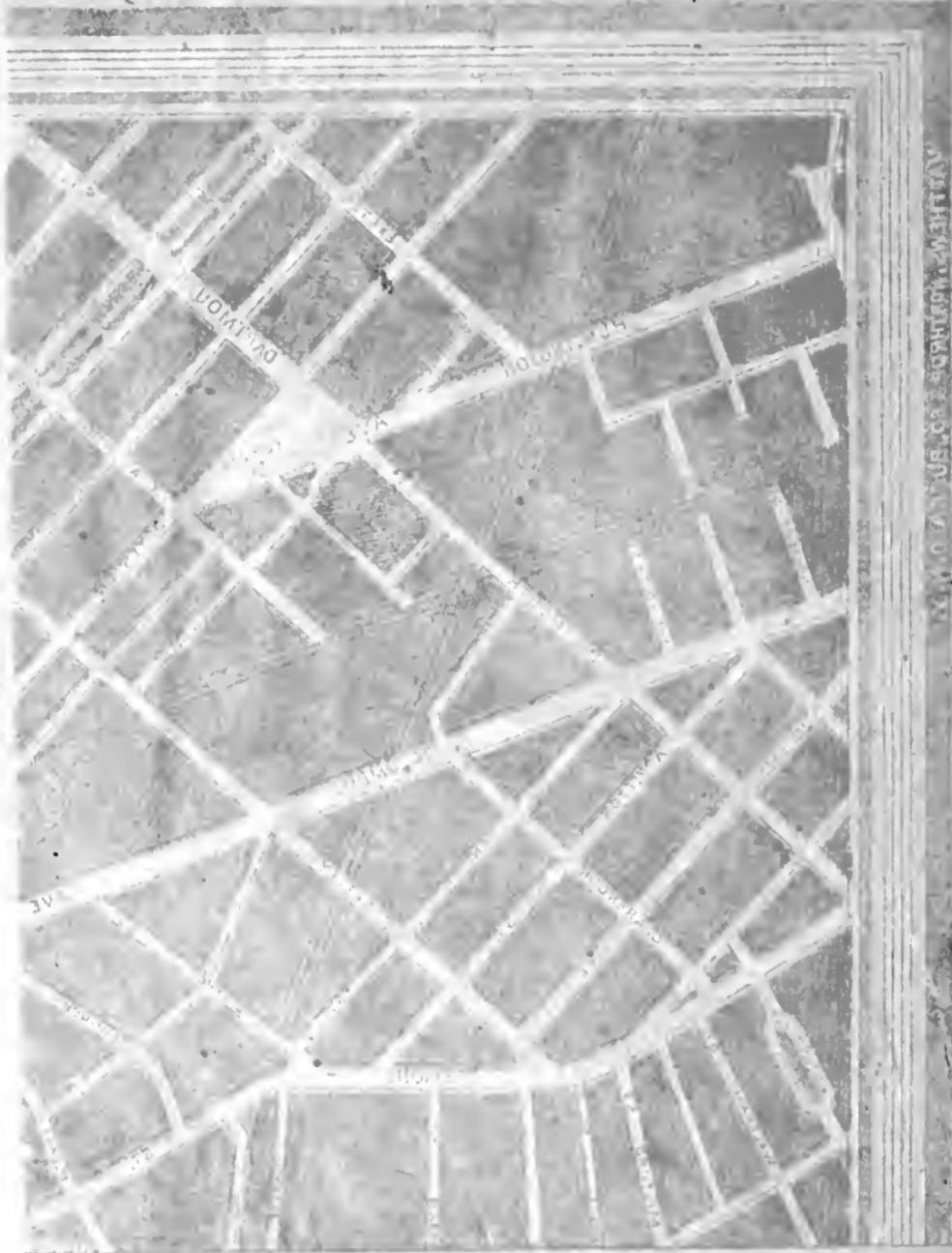
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